EAST SPRINGBANK AREA STRUCTURE PLAN

APPENDIX 1: Revised East Springbank I Community Plan

October 2001

THE CITY OF CALGARY
LAND USE & MOBILITY
PLANNING & TRANSPORTATION POLICY

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REVISED EAST SPRINGBANK I COMMUNITY PLAN

THE CITY OF CALGARY
LAND USE & MOBILITY
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PREFACE

What is a Community Plan?

A community plan is a planning document that establishes a framework for the development of new suburban residential communities. That framework is in the form of a set of plan objectives, a design concept and a comprehensive package of required and desired uses and features intended to ensure that the plan is achieved.

A community plan must achieve two things. It must be in keeping with The City's responsibility to protect the broader public interest by promoting the design of communities that are more fiscally, socially and environmentally sustainable in the long term (see also, Section 1.2 Goals and Objectives). At the same time, it must be flexible so that developers can respond to prevailing market conditions and exercise creativity and innovation in design details.

East Springbank is presently governed by the East Springbank Area Structure Plan (ASP). The East Springbank I Community Plan is an amendment adopted by bylaw and forming an appendix to that ASP. The white pages of this document form the portion of the plan adopted by bylaw. The blue pages of this document contain supporting information and do not form part of the bylaw.

The Planning Process

Community plans are developed through a collaborative planning process involving landowners and their consultants, several City departments, school boards and others who will be directly affected by the plan. The planning group, or Technical Team, work together on the plan at a series of meetings until it is completed.

There are several advantages to a collaborative planning process. Expertise and knowledge are shared, participants develop a better understanding of the issues that must be resolved and of each others priorities, and, hopefully, the inevitable trade-offs are more easily made.

Organization of the East Springbank I Community Plan

This document is in two parts. Part I is The Plan itself and Part II is Supporting Information that is useful in understanding The Plan.

Part I starts with a Vision of life in the East Springbank I community when fully built out and functioning. Next, it sets out key public interest Goals and Objectives for The Plan that are in keeping with that Vision. Then, with text and maps, it explains the Design Concept and the Organizing Principles for spatially arranging the major elements. Subsequent sections describe the Required and Desirable Uses and Features

necessary to meet the Intent of each element. Implementing The Plan describes information to be provided by developers submitting planning applications and how the various planning criteria should be used in making decisions on The Plan. Finally, Monitoring the New Community describes how The City intends to provide feedback to all parities on how well The Plan is achieving the public interest goals and objectives set for it.

The East Springbank Area Structure Plan

The East Springbank Area Structure Plan (ASP) was adopted by City Council in 1997 June and replaced the East Springbank Joint General Municipal Plan approved by The City of Calgary and the Municipal District of Rockyview in 1994 May. The ASP is a statutory plan that applies to approximately 10 square miles (2,700 hectares) of land, including the East Springbank I Community Plan Area. As such, that plan sets out land use policy areas including residential densities, a transportation network and servicing. The East Springbank I Community Plan applies to one community within the East Springbank ASP area and utilizes as many of the Sustainable Suburbs Study principles as appropriate to this area.

Both the East Springbank ASP and the East Springbank I Community Plan are to be used concurrently.

PART I: THE EAST SPRINGBANK I COMMUNITY PLAN

VISION

The East Springbank area represents a golden opportunity in suburban growth: sensitive urban residential development in harmony with its natural setting. Distinct neighbourhoods foster a wide variety of lifestyles, from pastoral settings of country residential development through to more urban living in close proximity to the conveniences of suburban life such as retail, open space activities, transit and other daily services. Throughout East Springbank, the natural landscape is key to development. From slope-sensitive development to protection of natural treed areas and ravines, the built-form is in harmony with the natural setting, topographical opportunities and constraints.

Social activity centres around the neighbourhood nodes. By providing a sense of place for residents, these "hubs" provide a social focus by bringing people together for reasons of recreation, a small amount of local shopping, and to wait for a bus in pleasant surroundings. Even though most residents spend the majority of their shopping dollar at larger centres such as Strathcona, Westhills and beyond, some of their routine daily needs and purchases can be met locally.

Transit is a convenient alternative to the private automobile in East Springbank since higher density development is planned around conveniently located and attractive bus stops. The extensive pathway system and pedestrian-friendly roads provide direct routes to the hubs of activities and services (while never being far from nature).

East Springbank I provides housing for different household types and people of different lifestyles and economic means. There are quiet country residential enclaves as well as more urban living. From narrower lot single-detached homes, to duplexes (two-family homes), to townhomes, to larger lot single-detached homes, to homes catering to seniors and "empty-nesters," there is something for everyone. This means that as housing needs and lifestyles change over time, residents can remain in the community. They can truly call East Springbank I home, not just a temporary stop in the lifecycle of their family.

East Springbank I is a successful, community. It is a place where you can live, work at home, play, raise a family and grow old.

1.0 THE PLAN

1.1 THE PLANNING AREA (MAP 1)

The community referred to throughout this plan as East Springbank I, is located within the annexed lands of East Springbank overlooking the Elbow Valley and Rocky Mountains beyond (Map 1). The area comprises 554 hectares (1,369 acres) of land bounded on the north by 17 Avenue SW, on the east by 69 Street SW on the south by the Provincial Transportation and Utility Corridor (Glenmore Trail SW) and on the west by the Provincial Transportation and Utility Corridor (future Stoney Trail SW).

For more details about the planning area, see Part II Supporting Information.

1.2 GOALS AND OBJECTIVES

To be considered a success, the community must achieve two things. First, it must be considered a desirable place to live by homebuyers. Second, it must meet a number of public interest goals, which benefit not only the community residents but also, indirectly, the public at large. These goals are discussed in a number of policy documents recently approved by Calgary City Council including the **Calgary Transportation Plan**, the **Sustainable Suburbs Study**, **The City of Calgary Environmental Policy**, the **Natural Area Management Plan** and the **Transit Friendly Design Guide** (for more details see Part II, Supporting Information). They translate into the following public interest goals (in bold) and objectives for East Springbank I.

Reduced Car Dependency

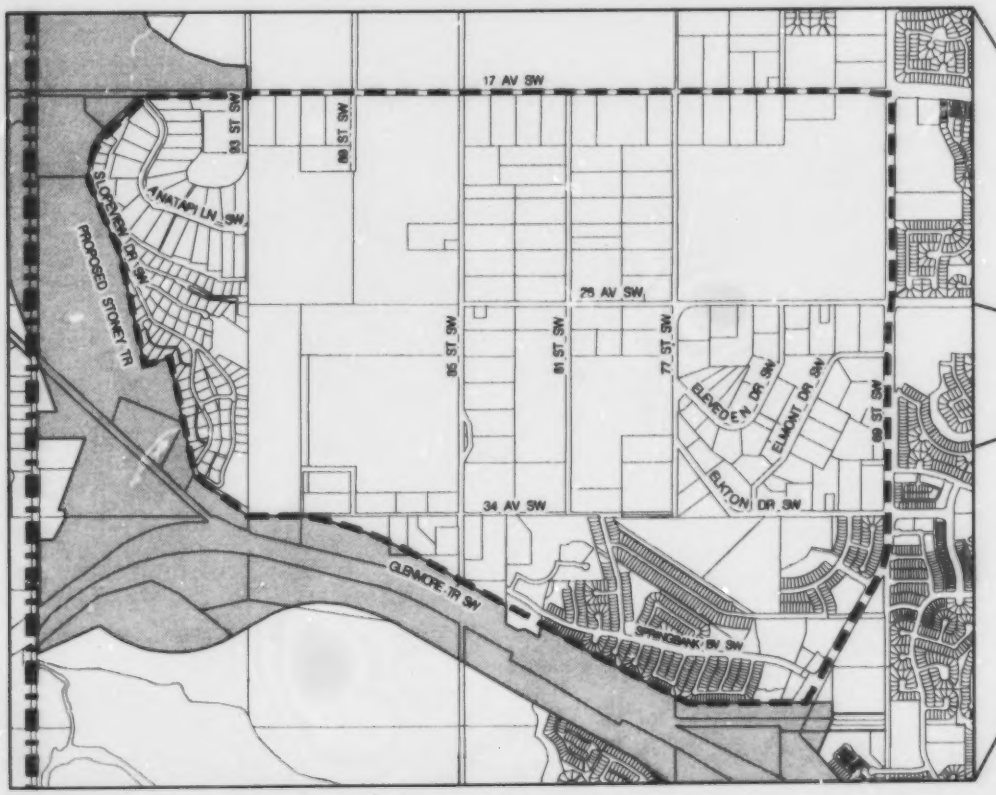
- To reduce vehicle trips and encourage people to make more of their journeys by walking and cycling.

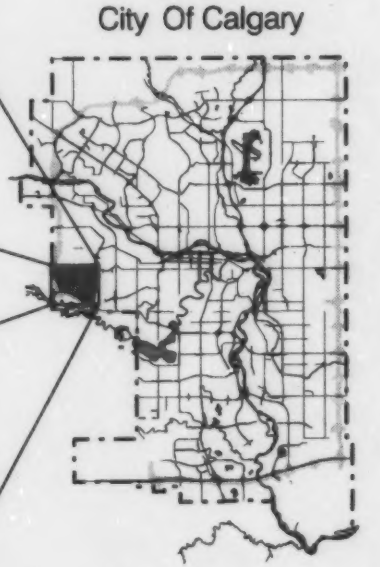
- To encourage greater use of transit.

Reduced Public Costs

- To design the community with an aim to reducing public costs for services and for construction and maintenance of infrastructure.

- To use land efficiently through increased residential densities within the prescribed density ranges as set out in the East Springbank ASP. In East Springbank I, there are four density ranges and specifications. See Neighbourhood Areas.





Map 1

East Springbank I Community Plan Revised

Community Location

East Springbank I Community Plan Revised Boundary

Transportation Utility Corridor

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DATE PLOTTED: 18-JUN-2001

This map is conceptual only.
No measurements of distances or areas should be taken off this map.

Improved Community Life

- To provide schools, some local retail, services and recreational facilities within the community to meet residents' daily needs and offer some local employment opportunities.

- To give the location and quality of public areas and facilities high priority to encourage safe community activities and give residents civic pride and a sense of place.

- To encourage social diversity by providing a wide choice of housing to accommodate different household types and lifestyles.

Increased Environmental Protection

- To protect natural and environmentally significant areas.

- To ensure development is sensitive to the topography.

- To reduce solid waste and water and energy consumption.

Increased Protection of Public Health and Property

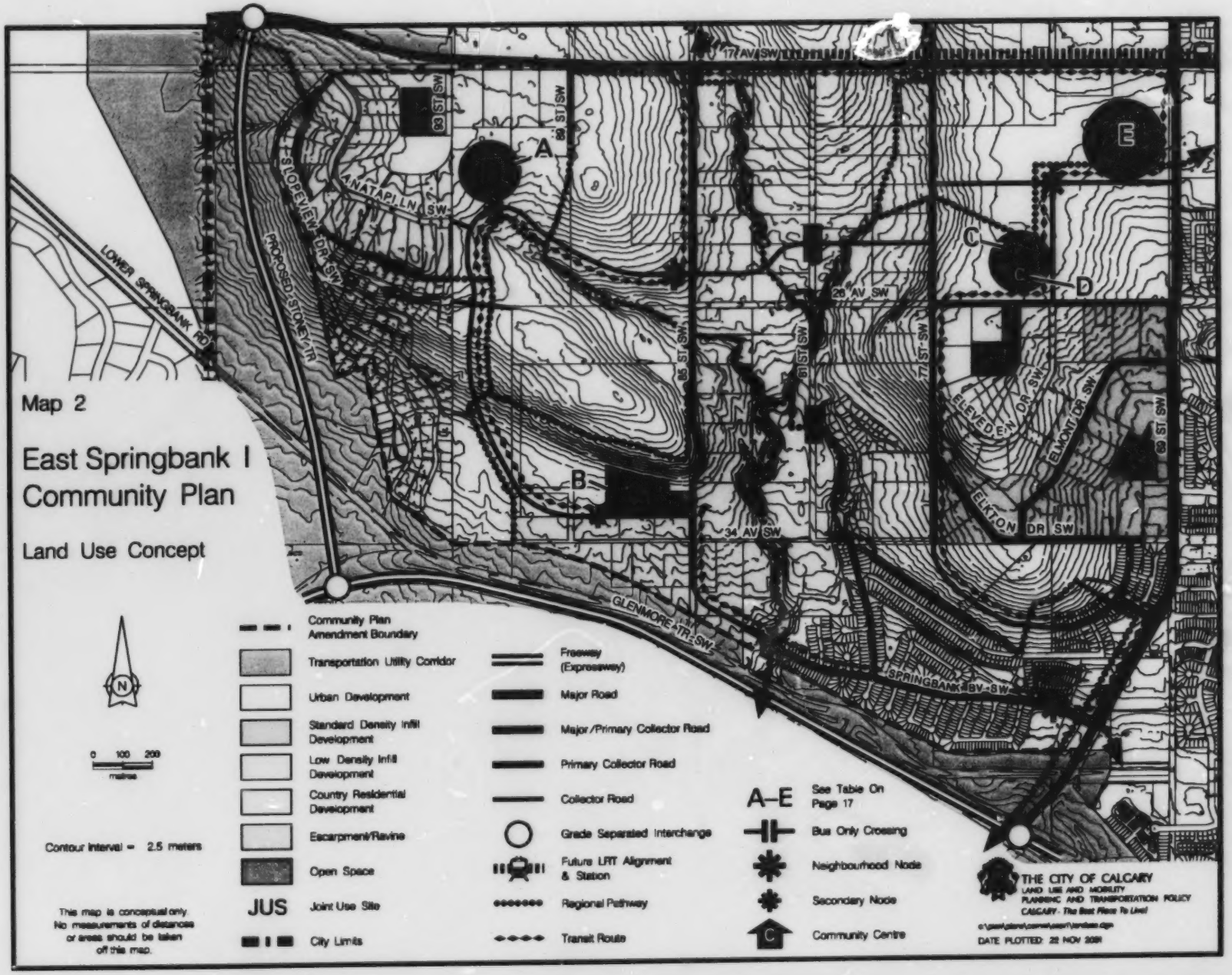
- To protect public health by preventing, reducing or remediating soil, water and air pollution.

1.3 DESIGN CONCEPT (MAP 2)

The design concept for East Springbank I is characterized by three key factors. First, the natural setting of East Springbank exhibits a variety of topographic features that afford a unique opportunity to create a community in harmony with the landscape. Within the planning area are numerous physical features and environmentally significant areas including drainage ravines of aspen, mixed aspen and white spruce woodlands; significant sloping areas (the Elbow River escarpment) of native fescue grasslands; and large aspen woodland areas, one of which is in excess of 16 hectares (40 acres) in size.

Second, the planning area is part of the East Springbank ASP, which prescribes specific land use policies for the planning area including residential densities, a transportation network and servicing requirements. The East Springbank I Community Plan complies with those policies.

Third, because the **East Springbank ASP** spatially specifies various density range areas, dwelling unit types and other land uses, there is not the opportunity to plan a cohesive community core to serve all community residents. The location


Map 2
East Springbank I
Community Plan
Land Use Concept
17 AV SW
83 ST SW
69 ST SW
ANATAPI LN SW
SLOPEVIEW DR SW
PROPOSED STONEY TR
LOWER SPRINGBANK RD
A
B
C
D
E
28 AV SW
65 ST SW
61 ST SW
57 ST SW
ELEVEDEN DR SW
ELMONT DR SW
69 ST SW
ELKTON DR SW
34 AV SW
GLENMORE TR SW
SPRINGBANK BV SW
N
0 100 200
metres
Contour Interval = 2.5 meters
This map is conceptual only. No measurements of distances or areas should be taken off this map.
Community Plan Amendment Boundary
Transportation Utility Corridor
Urban Development
Standard Density Infill Development
Low Density Infill Development
Country Residential Development
Escarpment/Ravine
Open Space
JUS Joint Use Site
City Limits
Freeway (Expressway)
Major Road
Major /Primary Collector Road
Primary Collector Road
Collector Road
Grade Separated Interchange
Future LRT Alignment & Station
Regional Pathway
Transit Route
A–E See Table On Page 17
Bus Only Crossing
Neighbourhood Node
Secondary Node
C Community Centre
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of sizeable shopping areas in close proximity to East Springbank I further erodes the ability to concentrate commercial and retail uses at a core. For these reasons, as well as the significant ravine and sloping lands that can inhibit direct pedestrian, bicycle and vehicle movement, a community core is not planned under the Sustainable Suburbs criteria. Instead, the design concept provides for neighbourhood nodes to be located **as centrally as possible** to three neighbourhoods corresponding to the higher density policy areas as set out in the ASP. Other lower density areas are provided with secondary nodes, the prime feature of which is open space to give a social and recreational focus for residents living in these areas.

Organizing Principles

The major elements of the Design Concept and their spatial organization, are as follows:

- **Neighbourhood Nodes** are located as centrally as possible in three neighbourhoods, serving as commercial and public activity centres. They contain a small amount of retail and other commercial uses, higher density housing in close proximity, the main transit hub of the neighbourhood, a park and other public facilities.

- Three **Secondary Nodes** are planned as central as possible to the neighbourhoods they serve. They give a focus to the neighbourhood through the location of multi-functional open space accessed through alternative road and pathway linkages.

- East Springbank I is divided into **Neighbourhood Areas** (Urban Development, Standard Density Infill, Low Density Infill and Country Residential) based on varying residential densities and land uses as specified by the East Springbank ASP. These areas afford varying opportunities in achieving the Sustainable Suburbs guidelines.

- **A variety of open spaces** are provided that will ensure that the recreational and educational needs of the community can be fulfilled; regional pathways that help to achieve an integrated system within the community, and regionally, will also provide important links to adjacent communities and their open space system; natural areas including the Elbow River escarpment, ravines, drainage courses and unstable lands are protected.

- **A network of interconnecting linear parks and pedestrian-friendly streets** is provided that link community amenities such as parks, shops, and schools in a way that makes walking and cycling a pleasant alternative to the car for local journeys.

- **A road system that minimizes negative impacts on natural physical features and provides direct routing for transit** is designed for the areas of the community directly served by transit, and which makes bus stops accessible, pleasant places to wait for the bus.

Understanding the Planning Criteria

The **Organizing Principles** led to the establishment of three special land use areas: neighbourhood nodes, secondary nodes and neighbourhood areas, which are subject to certain planning criteria as described in Sections 1.4 to 1.6. In addition, all land use areas are subject to the planning criteria for open space and the joint use site, transportation, servicing and environmental issues as described in Sections 1.7 to 1.10 wherever those features are provided. All of these planning criteria are described under headings that have the following meanings:

Intent	The major characteristics of a planning component, and some of the intended public benefits.
Required Uses and Features	Basic criteria that are essential to achieving the **Intent**.
Desirable Uses and Features	Optional criteria: while none of these are mandatory, a selection of them, or others providing an equivalent public benefit, are needed to meet the **Intent**.

(See also Section 2.6 - Making Decisions on Planning Applications)

1.4 NEIGHBOURHOOD NODES

Intent

The Plan identifies three neighbourhood nodes intended to serve as the focal point of the neighbourhood and function as a centre of social activity. Roads and pathways converge on the node. To encourage transit ridership, a comfortable, attractive bus stop is provided at the node, with other stops in the neighbourhood within a comfortable five-minute walk of most homes. Residential densities are significantly higher at the node compared to the neighbourhood average. Key features of the node are attractive, functional public open space, a mix of adjacent uses including multi-family housing, day care or home care, recreational and institutional uses, office and a small amount of retail

to serve the convenience needs of neighbourhood residents. To give the node a distinct character and to give residents a sense of place, one or more prominent buildings, structures or features is to be located within the node.

Required Uses and Features

1. A central location within the neighbourhood area (as shown conceptually on Map 2, Land Use Concept).

2. A neighbourhood node park or an open space element.

3. Multi-family housing is designed and oriented to integrate with the surrounding uses in the node; two-family housing.

4. One or more bus stops serving a catchment area as defined by a comfortable 5-minute walk for most residents in the neighbourhood area.

5. Direct road, pedestrian and pathway connections that converge on the node from the surrounding neighbourhood.

6. A small amount of commercial and convenience retail to serve local residents.

Desirable Uses and Features

The following are not mandatory, but they meet the **Intent** and should be considered.

1. A recommended commercial/retail site of approximately 0.4 hectares (±1.0 acre) at each neighbourhood node to accommodate 929-1393 square metres (±10-15,000 square feet) of local commercial/retail uses.

2. Institutional uses (e.g., day care, church).

3. A grid or modified grid street pattern to the extent the topography allows.

4. Roads adjacent to the neighbourhood node park.

5. Attractive pedestrian-scale lighting, signage and other street furniture.*

6. Sidewalks and street trees in the boulevard on both sides of the street.*

7. Second storey residential, commercial and institutional uses above retail.

8. Buildings facing onto the street.

9. A site for a City-owned and operated recycling depot, located in agreement with the landowner(s).

10. Garages and off-street parking areas placed at the rear of the building.

*NOTE: Non-standard street lighting and non standard street design standards must be reviewed by Calgary Roads.

1.5 SECONDARY NODES

Intent

Three Secondary Nodes are provided in the community. They are located as central as possible within the neighbourhoods and serve as a key focal point for the residential areas set out in the East Springbank ASP. The primary feature of the secondary node is open space, designed to help meet the wide range of recreational needs of area residents. Roads and pedestrian connections converge on the secondary node from the surrounding neighbourhood.

Required Uses and Features

1. A location within the neighbourhood area (as shown conceptually on Map 2, Land Use Concept).

2. A neighbourhood park or joint use site.

3. Direct road and pedestrian connections that converge on the secondary node from the surrounding neighbourhood.

Desirable Uses and Features

The following are not mandatory, but they meet the Intent and should be considered.

1. Two-family residential housing in close proximity to the neighbourhood park or joint use site.

2. Institutional uses (e.g., a church).

3. Roads adjacent to the neighbourhood park.

1.6 NEIGHBOURHOOD AREAS

Intent

There are four neighbourhood or residential policy areas in this community (see Map 2). **Urban Development** areas afford the opportunity for the highest density development, on large land holdings, with a wide variety of housing units in comprehensively designed neighbourhoods. It is in these areas that the Neighbourhood Nodes are located, with a significant amount of multi-family dwelling units in close proximity to the node in order to better support transit and other uses such as retail; **Standard Density Infill** areas approximate traditional suburban residential densities and are intended to accommodate infill development in existing subdivided areas; **Low Density Infill** areas are for primarily single and semi-detached housing to be developed within existing semi-rural or estate areas; and **Country Residential** areas, which are meant to allow new single-detached residential development on a minimum .8 hectare (2 acre) parcel size within areas of country residential development, that maintains the existing character and lifestyle. Serviced residential development is in close proximity to the Country Residential areas at the south end of 85 Street SW. The East Springbank ASP sets out that as urban services are available to new Country Residential areas, resubdivision to higher densities may occur. In light of this, and ensuring that the character of the area is maintained, consideration should be given to Outline Plan / Land Use Amendment applications changing the policy area to Low Density Infill.

1.6.1 General Provisions

Required Uses and Features

1. The following development guidelines shall apply generally throughout the Plan area. All Land Use Amendment applications and Outline Plan submissions are to demonstrate how the guidelines have been considered:

   a. In areas of high environmental significance (see Map 5) and very low densities (i.e., 1 to 3 units per gross developable acre), development is to be sited to minimize impacts on environmentally significant and natural areas.

   b. In areas of high environmental significance and moderate densities (i.e., 3 to 5 units per gross developable acre), there is less opportunity to create large open spaces and protect natural features. Clustering of housing units is to be used, where possible, to protect environmentally significant areas.

c. In areas of large contiguous high quality environmentally significant lands that coincide with the highest residential densities on large parcels, options that should be considered include:

- clustering higher density development into pockets;
- creating low density cells in large lots, minimal building footprints and road network, with contiguous portions of adjoining rear yards that protect a larger natural area; and
- targeting higher density development to areas of the least environmental significance.

d. In addition to the protection afforded certain environmentally significant areas by subsections 1.6.1.1 above, protect other natural areas by:

- avoiding long frontages of housing along existing treelines or edges;
- targeting lower densities and clustered development to these areas thereby reducing the need to clear trees for development;
- minimizing the number of roads through treed areas;
- transferring developable unit potential from areas of high environmental significance to areas of lower environmental significance;
- removing only as many trees as required to achieve development;
- creating linear open spaces through these areas;
- utilizing restrictive covenants on title to protect backyards that provide a contiguous open space system; and
- utilizing municipal reserve to create natural parks and transplanting vegetation, where appropriate.

e. Where possible, the orientation of buildings and retention or planting of trees should be considered in regulating sunlight (i.e., to reduce energy costs).

f. Slope adaptive principles should be considered for development on sloped lands (see Section 5.5).

1.6.2 Urban Development

Required Uses and Features

1. Single-detached, semi-detached, multi-family residential, and open space.

2. A residential density of between 9.9 and 17.3 units per gross developable hectare (4.0 to 7.0 units per gross developable acre).

3. A mix of dwelling units including single-detached, semi-detached and multi-dwelling. This dwelling unit mix requirement is intended to apply to the Urban Development policy area overall, not necessarily to each ownership area given the extensive fragmentation of the plan area into smaller parcels.

4. A graduated density pattern that is highest near neighbourhood nodes.

5. A road network or pathway system that facilitates direct pedestrian access to transit, parks and other amenities.

(See also Section 2.3 - Applying the Density and Housing Mix Requirements.)

Desirable Uses and Features

The following are not mandatory, but they meet the **Intent** and should be considered.

1. Achieve the upper density figure in the density range, to the extent that the topography (slope and natural areas) allows. Special attention to the layout and design of the development may be required in order to achieve higher density ranges on sloping lands, and lands that are identified as environmentally significant. In such cases, higher densities are not guaranteed. Proposals will be evaluated based on their individual merits.

2. A broad range of housing types.

3. To the extent that the topography allows, a grid or modified grid pattern of streets, especially around the neighbourhood node.

1.6.3 Standard Density Infill

Required Uses and Features

1. A residential density of between 7.4 and 12.4 units per gross developable hectare (3.0 to 5.0 units per gross developable acre).

2. Single-detached, semi-detached, multi-family and open space.

Desirable Uses and Features

The following are not mandatory, but they meet the **Intent** and should be considered.

1. Achieve the upper density figure in the density range, to the extent that the topography (slope and natural areas) allows. Special attention to the layout and design of the development may be required in order to achieve higher

density ranges on sloping lands and lands that are identified as environmentally significant. In such cases, higher densities are not guaranteed. Proposals will be evaluated based on their individual merits.

2. A broad range of housing types.

1.6.4 Low Density Infill

Required Uses and Features

1. A residential density of between 2.5 and 7.4 units per gross developable hectare (1.0 to 3.0 units per gross developable acre) and a minimum lot size of 929 square metres (10,000 square feet).

2. Single-detached, semi-detached dwelling units and open space; no multi-family units.

3. An existing lot located along the east side of Anatapi Lane SW may be allowed to be subdivided where:

   a. The portion of the lot located within the Country Residential area results in only one new lot being created.

   b. The portion of the lot located within the Low Density Infill area:

      i) results in one or more new lots that comply with #1 above,
      ii) forms part of a comprehensive plan with the lands immediately to the east,
      iii) obtains access through the lands to the east,
      iv) is sensitive to the surrounding rural character, and
      vi) minimizes disturbance to the natural vegetation.

Desirable Uses and Features

The following is not mandatory, but it meets the **Intent** and should be considered.

1. Achieve the upper density figure in the density range to the extent that topography (slope and natural areas) allows. Special attention to the layout and design of the development may be required in order to achieve higher density ranges on sloping lands, and lands that are identified as environmentally significant. In such cases, higher densities are not guaranteed. Proposals will be evaluated based on their individual merits.

1.6.5 Country Residential

Required Uses and Features

1. A minimum residential lot area of 0.8 hectares (2 acres).

2. Notwithstanding 1., the lots along the east side of Anatapi Lane SW located partially within the Country Residential area may be subdivided in accordance with policy 1.6.4.3 above.

3. Single-detached housing only.

Desirable Uses and Features

1. Consideration should be given to changing the Country Residential Policy Area parcels at the south end of 85 Street SW on an application basis to the Low Density Infill Policy Category providing the following conditions are met:

   a. urban services (water, sanitary sewer, storm sewer) can be provided to the developing site;

   b. new development is sensitive to the surrounding rural character; and

   c. the disturbance to the natural vegetation is minimized.

2. An application proposing a change from the Country Residential Policy Area to the Low Density Infill Policy Area category should provide a concept plan for the site and the surrounding parcels that demonstrates how the development will occur in a logical and comprehensively-planned manner. The concept plan shall:

   a. provide reasonable development options for the surrounding parcels; and

   b. be circulated to each landowner within and adjacent to the plan area for comment.

1.7 OPEN SPACE AND JOINT USE SITES

Intent

East Springbank I residents enjoy a variety of multi-functional open spaces that are located, sized and configured to meet their recreational needs and contribute to the personal health and well being of community residents.

Linear open spaces and pathway connections are designed to make walking and cycling direct, safe, interesting and enjoyable. Pathways may connect nodes and other community amenities in order to encourage walking and cycling as transportation alternatives to the car for many local trips.

The open space system protects and enhances both the natural and recreational environments. Existing natural systems as well as environmentally significant areas (Map 4) are important features, which are integrated into the urban fabric, and form part of a comprehensive, contiguous, and accessible regional open space system. The extensive ravine system, aspen woodlands, native fescue and sloping areas (Elbow River Escarpment), are noteworthy features that are protected and integrated into adjacent natural open space systems.

A variety of Joint Use Sites (JUS) will serve the community. Three schools are interspersed throughout the residential area. It is noted that the JUSs, on the west side of the community, are smaller in area, and may not contain the typical complement of active sportsfields for community use. This has occurred due to the fragmented ownership in this area which makes it difficult to assemble land for reserve purposes, and the desire of the Park Development and Operations Business Unit to use reserve in other ways to conserve natural areas and create an integrated open space system. The public and separate school boards are prepared to accept these smaller sites and modify their site design accordingly.

A senior high school may be required in the northeast corner of the community. The requirement for this high school will be evaluated continually and a determination of its need will be made in the future, as development in the surrounding area proceeds.

SCHOOL SITE REQUIREMENTS			
Site	**Type**	**School Board**	**Approx. Size**
A	Elementary	Separate	3.2 ha
B	Elementary	Public	2.8 to 4.0 ha
C	Junior High	Public	4.8 ha
D	Community Centre Site		1.6 ha
E	Senior High School	Public or Separate	8.1 ha

1. The exact size and location of joint use sites will be determined at the outline plan / land use amendment stage.
2. The need for a senior high school will be continually evaluated as development in the area proceeds, taking into account such factors as land acquisition potential, school requirements and timing of the development.

Required Uses and Features

1. Joint use sites and the senior high school will be provided in accordance with the following table and as shown on Map 2, Land Use Concept.

2. Neighbourhood parks at the neighbourhood and secondary nodes, each approximately 0.8 hectares (2 acres) in size to ensure a diversity of passive and active recreational opportunities.

   Note: Should joint use sites be located in close proximity to, or be combined with neighbourhood nodes, there will be no requirement for any other open space in conjunction with the node.

3. Neighborhood and sub-neighbourhood parks will be provided and optimally distributed throughout the Urban Development areas, so as to maximize the service catchment area.

4. A regional pathway providing:

   a. a continuous system which connects neighbourhood and secondary nodes, joint use sites, historic resources and which provides public access to the ravines and other natural areas and features; and

   b. external linkages to adjacent communities and the future LRT stations north of 17 Avenue SW.

5. Pathways are to be located in linear parks. Where this is not practical, a pathway is to be located within the road right-of-way in the form of a separate off-street pathway which may be constructed in place of a sidewalk.

6. Where a regional pathway is proposed to cross a major standard roadway it shall either be grade separated or occur at roadway intersections.

7. The open space (as conceptually shown on Map 2, Land Use Concept) in the northwest corner of the plan area (adjacent to 93 Street SW) may be reconfigured as determined necessary at the Outline Plan / Land Use Amendment stage subject to the following:

   a. the area of the open space remains the same size and general shape;

   b. the open space is designed to provide for a diversity of recreational and/ or educational opportunities; and

   c. the open space remains in the vicinity of its present location.

8. Lands that qualify as environmental reserve under the Municipal Government Act (MGA), protected in their natural state either through dedication as environmental reserve (ER). Exact limits of ER will be determined at the Outline Plan / Land Use Amendment stage.

9. Where determined practical and feasible, lands of environment significance that do not qualify as ER under the MGA, should be protected in their natural state through alternative means as determined by Council or an Approving Authority including, but not restricted to:

   (i) dedication of the lands as municipal reserve;
   (ii) purchase of lands;
   (iii) application of development controls to require protection of the lands;
   (iv) introduction of development incentives to encourage protection of the lands; or
   (v) other means determined to be appropriate.

   Development controls and incentives under (iii) and (iv) above may include, but are not restricted to:

   (i) density bonus systems;
   (ii) slope adaptive design measures;
   iii) building setback limits;
   (iv) grading restrictions; and
   (v) enhanced site rehabilitation methods.

10. Public access along ravines and drainage courses (ER) will be provided. Access locations will ensure that the impact on natural areas is minimized.

11. Protection of the natural vegetation and topography to be a major consideration in developing sloping lands.

12. Demonstrate to the satisfaction of the Approving Authority, that the development guidelines [subsection (4) below] have been considered in any Outline Plan / Land Use Amendment submission.

13. A biophysical impact assessment of any proposed development on areas identified as environmentally significant, to be done at the Outline Plan / Land Use Amendment stage.

Note concerning reserve dedication: Given the predominance of small parcels in the plan area (i.e., 2.0 hectares or 5.0 acres), the potential exists for full build-out of some lands without subdivision, resulting in no environmental and municipal reserve dedication under the Municipal Government Act. Under this scenario, alternate ways of addressing open space needs are to be negotiated, e.g., easement, building setback, right-of-way, which will protect the natural integrity of ravine lands and provide regional pathway alignments through private lands, as well as provide continuity within the open space system.

Desirable Uses and Features

The following are not mandatory, but they meet the **Intent** and should be considered.

1. A community centre site located in conjunction with the joint use site as shown conceptually on Map 2, Land Use Concept.

2. Neighbourhood parks designed to satisfy both the active and passive recreational needs of the community. They may include the following elements: play equipment, informal sportsfields, landscaping and environmental protection, and space to accommodate neighbourhood events.

3. A grade separated crossing at Highway 8/Glenmore Trail connecting the north-south regional pathway to the Elbow River Valley area, that facilitates wildlife and pedestrian/cyclist movement. The design of the crossing should conform to the Alberta Transportation Pathway Guidelines. A crossing of the Transportation/Utility Corridor will require a review by Alberta Environment including Ministerial consent, and is best achieved as part of the expressway/freeway construction program.

4. The following Development Guidelines are encouraged:

- street layout that minimizes road crossings of the ravine system and re-grading requirements, (e.g., roads and development along contours, not against);
- building mass that conforms to the land contours;
- on steeper slopes, multi-level housing designed to utilize grade variations;
- the maintenance of view vistas from streets at higher elevations, through public access points;
- clustered housing on sloped areas in order to achieve open areas of slope;
- building orientation and road design to maximize sunlight for housing on south facing slopes;
- terraced retaining walls to be short rather than one tall retaining wall, and to use natural or natural-looking materials;
- the avoidance of highly visible fencing along hill crests;
- the protection of vegetation such as treed areas and native grasslands by:
    - avoiding long frontages of housing along existing tree lines or edges;
    - targeting lower densities and clusters for these areas to reduce the need to clear as many trees for development;
    - maximizing natural areas between development;
    - minimizing the road network through treed areas;
    - removing only as many trees as required to achieve development;
    - linear open space through these areas as ways of protecting treed and native grassland areas from development;
    - the use of restrictive covenants on title protecting rear areas of backyards contiguous to the open space system;
    - utilizing natural vegetation within private yards;
    - utilizing municipal reserve to create natural parks in treed and native grassland areas; and

- locating higher residential densities in areas that are not deemed to be environmentally significant.

1.8 TRANSPORTATION (MAP 6)

Intent

The intent of the transportation network is twofold. First, the intent is to enable people to reach their destinations, both locally and outside of the community, as quickly and safely as possible. Externally, this is accomplished by a road network that emphasizes connections with adjacent communities in the southwest sector of the city and perimeter transportation corridors (17 Avenue SW and 69 Street SW). Internally, this occurs through direct connections with the neighbourhood and secondary nodes, commercial areas, schools, parks and other community facilities while minimizing the number, and the impact, of roads crossing the ravines.

Second, the intent is to make transit, walking and cycling attractive and practical alternatives to vehicles for many trips; and, where cars are used, to try and reduce the length of the journey. Several measures are introduced in this regard including an integrated open space and regional pathway system, well-designed transit routing and continuous roadways with sidewalks.

Required Uses and Features

1. The extension of existing major and collector standard roads into East Springbank I are to occur in conjunction with the phasing of development.

2. A bus-only crossing shall be constructed along Springbank Boulevard SW (see Map 2 for bus-only crossing location). It is noted that Springbank Boulevard has an environmental guideline of 10,000 vehicle trips per day. The bus-only crossing will be constructed to ensure the road does not exceed this capacity due to upstream development.

3. In conjunction with the construction of the bus-only crossing, a traffic analysis may be required to determine reasonable interim access solutions for properties west of the bus-only crossing.

4. As part of the Outline Plan / Land Use Amendment submission containing the bus-only crossing, a plan shall be submitted to demonstrate that:

   a. adequate access is provided to surrounding parcels;

b. safe and efficient pedestrian walkways/sidewalks and bicycle paths will be routed along the bus-only crossing;

c. disturbance to the ravine is minimized; and

d. a turn around area (i.e. cul-de-sac or hammerhead) at each end of the crossing and a bypass area for emergency vehicles.

A detailed design of the bus-only crossing shall be submitted to and approved by Calgary Roads, Calgary Transit and Park Development and Operations.

5. To the extent the topography allows, an internal road network of local and collector roads is to be comprised of:

   a. direct routes linking major origin and destination points within the community,

   b. multiple and parallel routes to disperse traffic and allow for alternative routing options,

   c. interconnecting and crossing routes.

   Note: Residential enclaves or cells comprised of cul-de-sacs, crescents or p-loops may also be acceptable provided that direct routing for pedestrians to bus stops, parks, schools, nodes and other facilities is maintained.

6. Roadway alignments to be chosen which balance the need to have an efficient transportation network and minimize the impact on both the ravines and other natural features as well as environmentally significant areas. Where roads are being proposed across ravines, a detailed design shall be submitted that demonstrates how the disturbance to the ravine is minimized.

7. A traffic impact study shall be submitted with each Outline Plan/Land Use Amendment submission addressing the capacity and safety of the existing road network to support the proposed development. The traffic impact study shall identify the necessary roadway improvements required to support the proposed development.

8. The 85 Street SW road standard south of 17 Avenue SW, indicated on Maps 2 and 6 as "Major/Primary Collector," will be determined at the Outline Plan/Land Use Amendment stage. The road standard will be determined in conjunction with the Traffic Impact Study as indicated in policy 7 above.

9. For those areas of the community directly served by transit, the road system is to provide direct routing throughout the planning area to facilitate an efficient transit service.

10. Bus stops provided at the neighbourhood nodes / secondary nodes and other such places within the community as needed to ensure that residents directly served by transit have convenient access.

11. Residential densities should be organized so that higher densities are located closer to transit routes and graduated outwards.

12. Bus service provided as soon as justified by the extent of development, subject to Calgary Transit budget priorities.

13. The LRT alignment accommodated within the 17 Avenue SW right-of-way.

14. Noise attenuation provided along Glenmore Trail SW, 69 Street SW, 17 Avenue SW and Stoney Trail SW where required under the provisions of the Council approved Surface Transportation Noise Policy. Where noise attenuation is required, it should occur outside of the Transportation/Utility Corridor.

15. Visual screening shall be provided as required along Stoney Trail SW and Glenmore Trail SW. Where visual screening is required, it should occur outside of the Transportation/Utility Corridor.

16. A limit of 200 additional housing units is set for lands west of the ravine, north of Glenmore Trail SW and south of 26 Avenue SW until such time as 85 Street SW is upgraded to urban standards.

Desirable Uses and Features

The following are not mandatory, but they meet the **Intent** and should be considered.

1. Provide alleys for all streets within the neighbourhood nodes in order to enhance the pedestrian environment.

2. Incorporate traffic calming measures in the road design where such features are demonstrated to effectively slow traffic, do not detract from the aesthetic appearance of the roadway, can be removed or modified should operational problems arise, and are safe. Where traffic calming measures are being proposed on roads designated as transit routes, early consultation with Calgary Transit and Calgary Roads should take place to consider location and design criteria.

3. Bus shelters designed to encourage transit use with heating and lighting and related amenities including route maps, bicycle storage facilities and passenger drop-off areas. Where bus shelters are proposed with amenities above the current City standard, consultation should occur with Calgary Transit to establish design criteria and funding options.

1.9 SERVICING

Intent

The intent of municipal and shallow utilities is to ensure that water, sanitary sewer, storm sewer, telephone, electrical, natural gas and cable utilities are provided in a safe, logical and efficient manner while minimizing the impact on natural physical features and environmentally significant areas.

Required Uses and Features

1. Sanitary sewers are to be extended from the existing sanitary sewers (see Map 8). The East Springbank I Community Plan area is comprised of three separate sanitary subcatchment areas. In the West 69 Street Catchment, sanitary trunks will need to be extended from the sanitary sewer in Glenmore Trail. The 101 Street Catchment within the East Springbank I Community Plan area is fully serviced by sanitary sewer. All sanitary sewer extensions will be at the developer's expense.

2. Three separate storm catchment areas exist within the East Sprinbank I Community Plan area. In the West 69 Street Catchment, storm trunks are in place to serve the catchment area. A Master Drainage Plan has been prepared for the 85 Street Catchment Area. A new outfall and trunk will be required south of Glenmore Trail. Storm trunks will be required to extend north of Glenmore Trail. The 101 Street Catchment area within the East Springbank I Community Plan area will not be serviced by storm facilities.

3. The East Springbank I Community Plan area requires stormwater management facilities in three general locations. The two northernmost locations exist within two subcatchment areas (A and B on Map 9). The location and size of these facilities will be determined at the Outline Plan / Land Use Amendment stage. The southernmost stormwater management facility is generally located as indicated on Map 9.

4. A biophysical impact assessment of lands used for stormwater management facilities will be required at the Outline Plan stage so as to ensure the placement of stormwater management facilities does not negatively impact any areas of environmental significance. Where stormwater management facilities are to be located on lands that would qualify as environmental reserve (with no environmental quality), equivalent restored land areas will be incorporated into the facility as environmental reserve.

5. The community boundary includes four water pressure zones; the West Calgary Pressure Zone, the Glendale Pressure Zone, the Strathcona Pressure and the Broadcast Hill Pressure Zone. Water supply to this community will

initially be supplied by extending distribution mains westward in each pressure zone from existing development to the east. Ultimate development will require a Broadcast Hill feeder main extension on 17 Avenue SW and 85 Street SW with pressure reduction stations to the West Calgary, Glendale and Strathcona pressure zones.

6. Telephone, electrical, natural gas and cable provided for all residential and commercial development in the planning area to the satisfaction of the utility companies.

7. Disturbances to environmentally significant and other natural areas as a result of the placement of piped systems are to be avoided and the areas that are disturbed must be restored to their natural state.

1.10 ENVIRONMENTAL ISSUES

Intent

Protecting the environment by finding ways of reducing the impact of the suburban lifestyle is a major goal of this plan and one of the reasons for its strong focus on encouraging transit, walking and cycling as viable alternatives to private vehicles. But there are other ways that developers and home builders can help protect the environment.

Section 4.7 of **The Sustainable Suburbs Study** contains a number of policies aimed at reducing waste and pollution and at encouraging recycling. Several of these are set out below. Protection of the environment is of concern to many potential home buyers and although most of the following criteria are not mandatory, developers and builders are encouraged to pursue them in developing the East Springbank I community.

Required Uses and Features

1. To ensure that the planning area is suitable for the intended use, a Site Contamination Statement and a Phase I Environmental Assessment (carried out by the developers at their expense), be provided as part of an Outline Plan/Land Use Amendment application (see also Section 2.4 - Soil and Groundwater Assessments).

2. Remediation or risk management of the site, as required by Alberta Environment, the Calgary Health Region, and The City of Calgary prior to approval of an Outline Plan / Land Use Amendment application.

3. Encourage builders to emphasize, in their show homes, the availability and benefits of energy and water-saving devices.

Desirable Uses and Features

The following are not mandatory, but they meet the **Intent** and should be considered.

1. Encourage builders to ensure that all new buildings are audited for construction waste.

2. Encourage builders to use recycled materials in the construction of new buildings when supplies are available, existing standards allow and the cost of materials is reasonable.

3. Encourage builders to equip all buildings with bins for sorting recyclable dry waste (paper, plastic, metal and glass) and to locate a permanent composter on site for degradable wet waste and yard waste.

4. Water meters and manufactured water-saving fixtures in all buildings.

2.0 IMPLEMENTING THE PLAN

2.1 PHASING OF DEVELOPMENT

1. Subject to 2.1(2) below, the phasing of development in the community, through the Outline Plan/Land Use Amendment approval process, should occur in a contiguous manner. Nonetheless, it should be recognized that with the large number of smaller parcel owners, some of which may be uninterested in development, leapfrog development could occur in order to develop large Urban Development areas first. Where this occurs and where permanent access is not reasonable in the short-term, interim access may be considered until such time as permanent access can be provided. Refer to the East Springbank ASP for further discussion.

2. Where, due to landownership patterns or other factors, the phasing of subdivision will result in isolated or discontinuous phases, these phases will only be allowed where:

   a. roadway and utilities can be extended to the area (with the cost of the extension borne by the developer, subject to normal cost recoveries),

   b. transit service, and other essential public services, can be delivered to the area,

   c. on-site parks to serve the immediate resident population are provided, and

   d. access to schools and recreational and community facilities are provided.

3. A ro[illegible] system that provides direct routing throughout the planning area to facilitate an efficient transit service, where transit service is identified.

2.2 COMPREHENSIVE PLANNING

1. An Outline Plan/Land Use Amendment application should, wherever possible or practical, comprise an entire neighbourhood area.

2. Where 2.2(1) above is not achieved, the developer may be required to demonstrate through a conceptual design of residual areas, that these areas can be developed in a logical and comprehensive manner.

2.3 APPLYING THE DENSITY AND HOUSING MIX REQUIREMENTS

The density and housing mix requirements of Section 1.6 are intended to apply to:

a. **Each ownership area** within the community unless two or more landowners enter into an agreement to the effect that the requirements will be met by a transfer of units within their combined ownership areas, and

b. **Each Outline Plan/Land Use Amendment area** unless a developer submits supporting plans and information demonstrating that non-compliance with the requirements can be met through future Outline Plan/Land Use Amendment submissions within the community, with all such agreements, plans and information to the satisfaction of the Approving Authority.

2.4 INFORMATION REQUIREMENTS OF APPLICANTS

As part of an Outline Plan/Land Use Amendment submission, an applicant may be required to submit any or all of the following information to the satisfaction of the Approving Authority.

Context Plan

A plan for the balance of the lands outside of the Outline Plan/Land Use Amendment area, which demonstrates the relationship of the site with neighbourhood and secondary nodes, the joint use site(s), regional pathways, major/collector roads, and other relevant components of the community plan.

Special Land Use Area Concept Plans

A special concept plan for a neighbourhood node showing compliance with the requirements of this community plan.

Density Phasing Plan

A plan showing:

a. the intended phasing of subdivision within the Outline Plan/Land Use Amendment area;

b. the proposed number and type of dwelling units within each phase; and

c. compliance with Section 1.6 relating to residential density and housing mix.

Note: The density phasing plan may be required to be updated and re-submitted with each tentative plan, development permit or redesignation application within the initial Outline Plan/Land Use Amendment area.

Commercial Development Plan

An applicant proposing a significant change to the size or location of any of the commercial components of this plan may be required to submit a market analysis and other information supporting the change (see also Section 2.6).

Open Space Plans

When submitting outline plans, developers shall demonstrate, by means of a concept plan, how specific municipal reserve parcels will provide a diversity of recreational opportunities, which help meet the passive and active needs of the community.

Preliminary grading information should be provided which demonstrates that the recreational open space will be graded relatively flat and as functional open space.

In addition, where a change to the location or size of a joint use site within the community is proposed, an **Open Space Allocation Plan** may be required to be submitted by the developer, showing, among other matters, a reserve analysis, on an ownership basis, for the community.

Where an Outline Plan/Land Use Amendment submission includes a joint use site, a **Site Layout Plan** for the site is required.

Transit Service Statement

A Transit Routing Plan, prepared in accordance with the Transit Friendly Design Guide, and containing among other matters,

a. bus stop locations;

b. transit routes;

c. transit catchment areas; and

d. residential unit distribution in relation to walking distances from bus stops.

Roadway Network Plan

As part of an Outline Plan/Land Use Amendment submission, a Roadway Network Plan, describing, among other matters, the proposed phasing, road types and special features of the internal roadway network.

Stormwater Management Plan

As part of an Outline Plan/Land Use Amendment submission, a Stormwater Management Plan shall be submitted by the developer to determine the need, location and capacity of any stormwater management facilities required for a 1:100 year runoff within the overall catchment area. The plan will also address water quality for discharges into the Elbow River. In addition, a biophysical impact assessment will be required to ensure that storm ponds are located outside of areas to be retained in their natural state due to their environmental importance.

Visual Impact Simulation

Photo simulations, drawings or other material showing what measures, if any, the applicant is proposing to take to lessen the visual impact of a development, where, in the opinion of the Approving Authority, it is likely to seriously affect public enjoyment of a view.

Soil and Groundwater Assessments

When submitting Outline Plan/Land Use applications, developers shall demonstrate that the site is suitable for the intended use.

The applicant shall submit a Phase I Environmental Site Assessment and an Acknowledgement and Disclosure Statement identifying any concerns with regard to soil and groundwater contamination. Further reports may be required based on the findings of the Phase I assessment as follows: a Phase II Environmental Site Assessment (soil samples and laboratory analysis) and, possibly, a Phase III Environmental Site Assessment (Remediation and/or Risk Management Plan).

The requirement for a Phase I Environmental Site Assessment may be waived at the discretion of the Approving Authority only where the Acknowledgement and Disclosure Statement and civic databases clearly indicate there are no soil or groundwater contamination concerns within the plan application area.

Historic Resources Impact Assessment

Pursuant to Section 33(2) of the Historical Resources Act, the landowner may be required to conduct an Historical Resources Impact Assessment prior to any development. Any further work as a result of the assessment will be to the satisfaction of Alberta Community Development.

2.5 SPECIAL LAND USE REGULATIONS

Subject to future amendments to the Land Use Bylaw that will have the same effect, all or part of the neighbourhood nodes may be designated Direct Control District (DC) in order that land use requirements can be customized to the specific needs of this community plan.

2.6 MAKING DECISIONS ON PLANNING APPLICATIONS

1. An applicant submitting a land use or outline plan or development permit application shall demonstrate, to the satisfaction of the Approving Authority, that the application:

   a. complies with the plan **Goals and Objectives**, the **Design Concept and Organizing Principles** and the **Intent** of all applicable plan components;

   b. provides the **Required Uses and Features**; and

   c. provides a significant number of Desirable Uses and Features or other features that are of an equivalent benefit to the public.

A checklist showing compliance with the community plan should accompany the application to the Approving Authority.

2. In making a recommendation or decision on an application, some flexibility in interpreting the plan will be needed and some trade-offs may have to be made.

   It is the intent of this plan that the City Administration, the Approving Authority, and Council not refuse an application merely because it fails to include one or another of the **Required Uses and Features** provided that the other requirements of subsection (1) above have clearly been met. Conversely, an application that only provides the **Required Uses and Features** and does not meet the other objectives of subsection (1) above, should be deemed to not comply with this plan.

3. It is the intent of this plan that a change to the location of the neighbourhood nodes or other key elements of the plan that would, if approved, significantly change the **Design Concept**, require a formal amendment to this plan from Calgary City Council following a statutory public hearing.

2.7 THE TIMING OF PUBLIC IMPROVEMENTS

Although it is intended that the publicly funded improvements and services necessary to implement the East Springbank I Community Plan will be provided, no commitment as to the timing of such improvements shall be made as this is subject to an annual capital budget process.

2.8 STREETSCAPE IMPROVEMENTS

East Springbank I is characterized by fragmented land ownership. In order to retain the unique character of the area, improve the quality of the public environment and help ensure a visually compatible, and unified streetscape, specific design elements and approaches are encouraged in the development process. These include:

- pedestrian-scale, decorative street lighting;
- boulevard treatments including planting and irrigation along collector and entrance streets;
- entrance features; and
- innovative street design standards.

Homeowner's Association(s) are encouraged in order to implement and maintain these features.

3.0 MONITORING THE NEW COMMUNITY

This plan is intended to bring about certain fiscal, social and environmental benefits, not just to the residents of the community, but to the citizens of Calgary generally. As a result, it is important that the East Springbank I community be monitored as it develops in order that subsequent phases of this plan and other plans now in preparation may benefit from this analysis. Both the **Calgary Transportation Plan** and the **Sustainable Suburbs Study** call for the development of a set of indicators for monitoring community plans. This work was undertaken in the form of the Sustainability Indicators Study.

The two key pieces of information that will be needed are: were the planning criteria met in the implementation of the plan and, if they were, did they achieve the intended results? For example, the plan contains provisions aimed at reducing the use of private vehicles. It is important to know if they were implemented and, if they were, do residents use their vehicles less than in comparable communities where these provisions did not apply. It would also be useful to know specifically, which of these provisions were most effective, which could be improved, and which seem to have little effect and might be discarded if they serve no other purpose. The Sustainability Indicators Study does, of course, recognize that, in the above example, there are many factors external to The Plan (such as the price of gasoline or availability of parking) that might influence the use of private vehicles by community residents. Accordingly, the Study recommends using both quantitative data and resident surveys in making evaluations.

The present intention is to start to monitor the **Goals and Objectives** of The Plan as soon as a sufficient number of houses have been built and population reached. In order to be cost-effective and to avoid duplication, the monitoring program will be coordinated with routine data collection by a number of City Departments and with other monitoring programs. Such programs are being developed in connection with the **Calgary Transportation Plan**, the **State of the Environment** (Office for the Environment), the **Natural Area Management Plan** and the **Corporate Performance Measures** initiative.

PART II: SUPPORTING INFORMATION

4.0 PLANNING AREA

4.1 LOCATION AND SIZE

The planning area covers a total of 554 hectares (1,369 acres), comprising all of Section 10-24-2-W5M, approximately the north half of Section 3-24-2-W5M (see Map 1, Community Location) and Section 9-24-2-W5M.

4.2 NATURAL CONSTRAINTS TO DEVELOPMENT

The planning area is characterized by a series of natural drainage courses that may become environmental reserve upon subdivision and development of surrounding areas.

Other constraints to development may include areas of sloping lands, some in excess of 15% grade that will require sensitive location of roadways and development.

Significant natural treed areas present the opportunity for sensitive development as well as protection through municipal reserve.

4.3 LAND OWNERSHIP (MAP 3)

East Springbank I is generally characterized by fragmented ownership, primarily through existing 2 hectare (5 acre) parcels. There are two largely unsubdivided areas of the plan corresponding to the Urban Development residential policy areas.

4.4 POPULATION PROJECTIONS

The projected population of East Springbank I is based on varying residential density requirements as spatially set out in the East Springbank ASP. Total population of the community is projected to be in the range of 15,000 to 20,000 depending upon the density levels achieved.

4.5 HELIPORT

A heliport is located on Lot 2 Block Y Plan 3057HE (7547 - 17 Avenue SW). The heliport was approved in 1983 and continues to be regulated by Transport Canada. The subject site and the surrounding lands were annexed to The City from the Municipal District of Rocky View in 1995. The site was subsequently designated DC (with Urban Reserve District guidelines) in 1996. The status of the heliport as a "discretionary use" on the site is established under Section (7) "Existing Uses" of Bylaw 12Z96.

5.0 NATURAL AND HISTORIC FEATURES (MAPS 4 AND 5)

5.1 TOPOGRAPHY AND DRAINAGE

The East Springbank I planning area generally slopes from north (1,220 metres elevation) to south (1,120 metres elevation) affording exceptional views of the foothills and Rocky Mountains. The plan area generally drains to the south through extensive north-south ravine lands in the western plan area, although ravines in the central plan area are poorly drained.

5.2 SOILS AND GEOLOGY

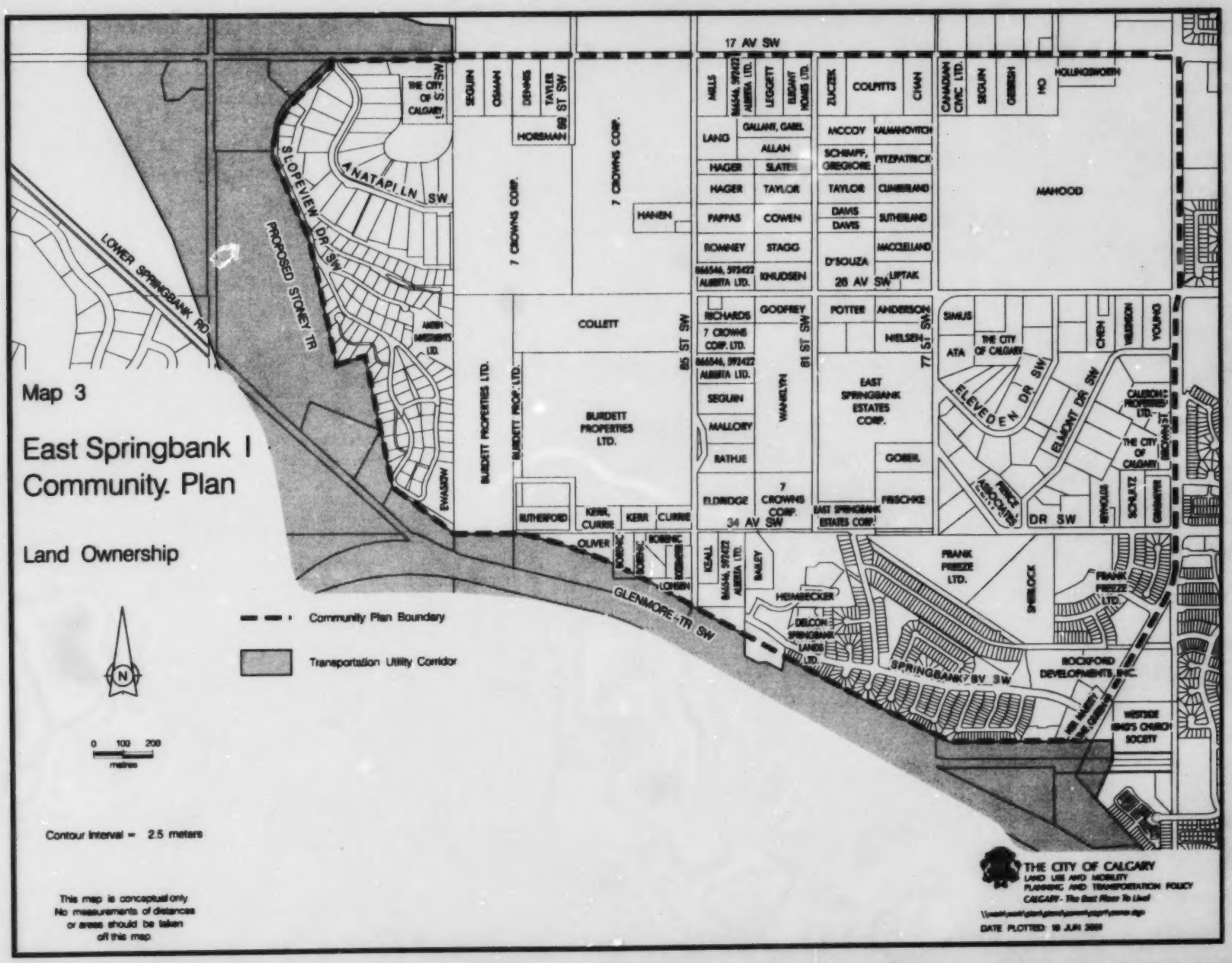
There are three soil groups present in the plan area. The middle and northern areas of the plan (uplands areas) exhibit fine loamy till. The southern plan areas (lowlands) exhibit fine silty to fine clayey glaciolacustrine soils, while the north-south ravine lands exhibit fine loamy till with occasional patches of fine loamy alluvium in the central drainage channel.

The plan area represents the southern extent of Broadcast Hill, a 60 metre high erosional remnant that stands as an island above the surrounding plains. The area is covered with gravel deposits of the Tertiary age overlain by till up to 4.5 metres thick.

5.3 BIOPHYSICAL INVENTORY AND ENVIRONMENTALLY SIGNIFICANT AREA ASSESSMENT OF EAST SPRINGBANK I

The importance of East Springbank I has been examined from a biophysical perspective with particular emphasis on vegetation community viability and ecological association. Wildlife movement, aesthetic considerations and uniqueness are also discussed below.

Maps 4 and 5 provide detail of the vegetation communities and are the approximate habitat areas of East Springbank I and the environmentally significant areas. These maps are intended to provide an overview of the location and importance of current natural environments. The information was compiled from Calgary Parks Development & Operations ESA Inventory and site visits.


Map 3
East Springbank I
Community. Plan
Land Ownership
Community Plan Boundary
Transportation Utility Corridor
0 100 200
metres
Contour Interval = 2.5 meters
This map is conceptual only
No measurements of distances
or areas should be taken
off this map
17 AV SW
26 AV SW
34 AV SW
85 ST SW
81 ST SW
77 ST SW
88 ST SW
ANATAPI LN SW
SLOPEVIEW DR SW
PROPOSED STONEY TR
LOWER SPRINGBANK RD
GLENMORE TR SW
SPRINGBANK BV SW
ELEVEDEN DR SW
ELBOW DR SW
7 CROWNS CORP.
BURDETT PROPERTIES LTD.
BURDETT PROP. LTD.
EAST SPRINGBANK ESTATES CORP.
MAHOOD
THE CITY OF CALGARY
FRANK FREEZE LTD.
ROCKFORD DEVELOPMENTS INC.
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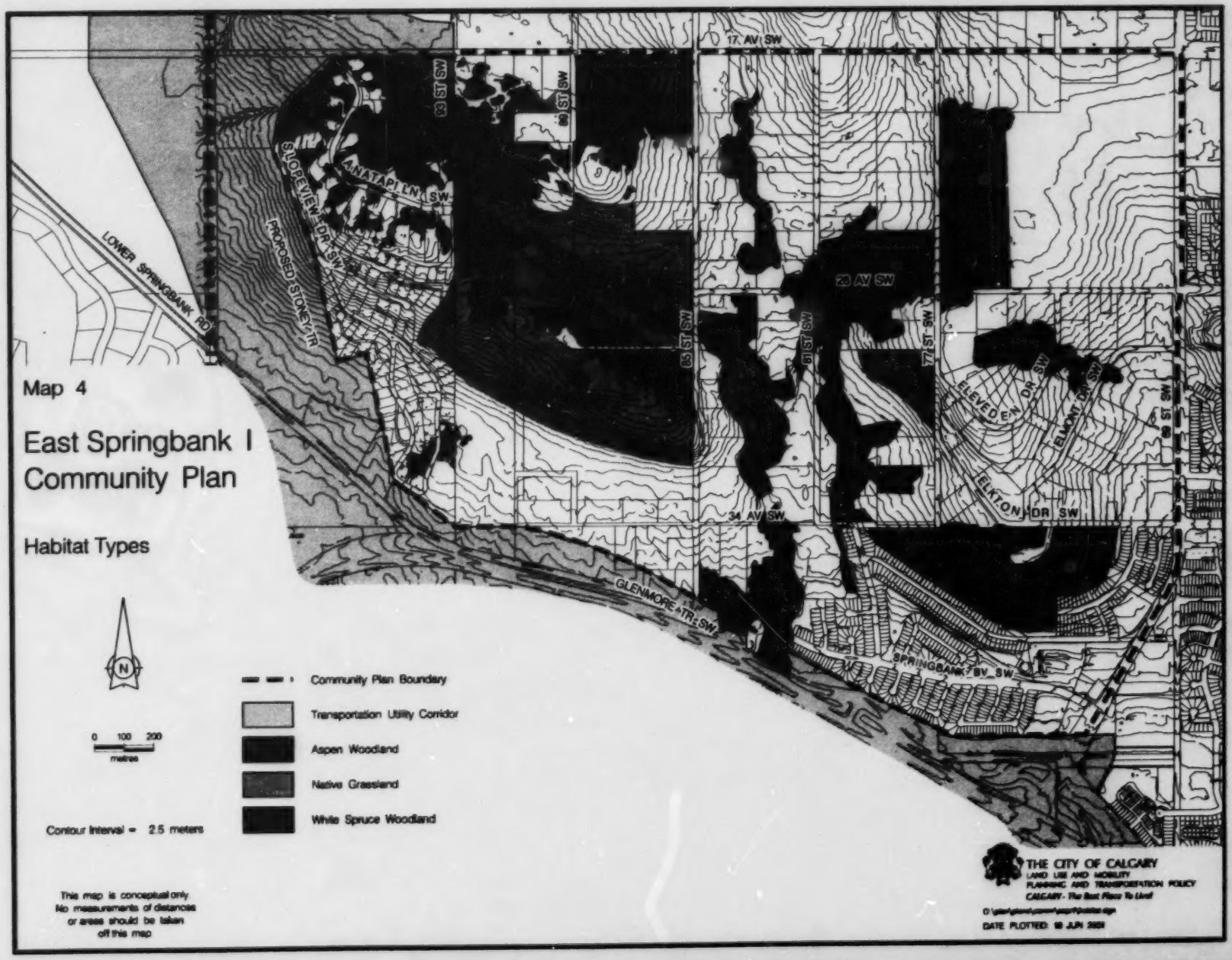
Map 4
East Springbank I
Community Plan
Habitat Types
17 AV SW
23 ST SW
69 ST SW
ANATAPI LN SW
SLOPEVIEW DR SW
LOWER SPRINGBANK RD
PROPOSED STONEY TR
65 ST SW
61 ST SW
29 AV SW
77 ST SW
ELEVEEN DR SW
ELMONT DR SW
69 ST SW
ELKTON DR SW
34 AV SW
GLENMORE TR SW
SPRINGBANK BV SW
N
0 100 200
metres
Contour Interval = 2.5 meters
Community Plan Boundary
Transportation Utility Corridor
Aspen Woodland
Native Grassland
White Spruce Woodland
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The following habitat types have been found in East Springbank I and have been divided into associated vegetation communities.

HABITAT TYPES IN EAST SPRINGBANK I	
Habitat Type	**Associated Vegetation Community**
1. Aspen Forest	Aspen / rose / buckbrush Aspen balsam poplar / dogwood Aspen / saskatoon / rose Aspen / willow Aspen / white spruce
2. Upland Low Shrub	Buckbrush / rose Shrubby cinquefoil
3. Native Grassland	Rough fescue Needle grass (dominant) Mixed native grass (others)
4. Non-native Grassland	Brome-thistle Other
5. Disturbed	Balsam Poplar / manicured grass Manicured grass Anthroprogenic

Descriptions

Aspen Forest

Trembling aspen (often referred to as quaking aspen) is the most widely distributed tree in North America. Its success can be attributed to its ability to establish in a range of site conditions, and prolific reproduction through asexual suckering. While abundant, aspens have a relatively short lifespan; in Calgary the average clone (dome shaped forest) endurance may be 65 - 80 years. On poor quality sites this existence may be reduced to 40 years or less. In Calgary, large aspen forests are most common on marginal sites where the trees have a relatively fast turnover rate. Trees tend to reach maturity at a relatively young age, occasionally as young as 30 years in exposed, windy sites. Aspen forests

can tolerate a certain amount of edge encroachment by development but internal fragmentation should be avoided.

In the East Springbank I area, aspen is found in clonal stands. Deciduous forests of aspen and balsam poplar are found in moist depressions, or ravines. On the most moist, north-facing escarpments, aspen is occasionally interspersed with white spruce. Typically in this area, aspen has an understorey (associated shrub and ground cover) which may be composed of saskatoon, rose, chokecherry, red osier dogwood, willow, buckbrush and Canada buffaloberry.

In the Calgary area, aspen poplar may be found in both isolated stands or clones or as a component of mixed woods. Aspen copses tend to form in well-drained areas on open plains, and on the moist northern exposures of small hills and ravines. In a grassland setting, aspen stands form small "islands" of woodland, providing additional diversity in the prairies and foothills. Several species of birds and mammals feed in the open grassland, but require the hiding and thermal cover afforded by small tree stands. The northwest corner of East Springbank I is dominated by a consistent expanse of aspen. The high quality and variety of ages of aspen are important.

Native Grasslands

Most grasses grow in exposed areas where wind and sun prevail; more so than other vegetation species can usually tolerate. Moisture tends to be limited, especially in steeper hillside situations. In the East Springbank I area, grasslands are commonly found on south or southwest-facing slopes of ravines and escarpments. Most flat areas have been disturbed.

In East Springbank I, June grass, wheat grasses, and needle grasses grow in mixed communities on the drier hill slope habitats. Rough fescue grass communities are often tall and tussocky (hill like) and tend to be found on rough terrain that was unsuitable for the plough. The tufted thick base protects the grass from fire and winter grazing. The composition of these grassland communities is largely dictated by moisture availability. Certain species require a relatively moist, moderate slope, while other grasses may tolerate steep, dry escarpments. Native grasslands also support an abundance of wildflowers. Prairie crocus is a common spring flower, while golden bean, hedysarum, lupine, geranium, fleabane, bedstraw, sage, goldenrod, and aster will follow into fall. The diversity and abundance of available food for animal species are high. Grasslands can vary in condition and diversity based on past and present grazing practices and the availability of a weed source. The abundance of this habitat type can be hidden by grazing practices.

Summary of East Springbank I Habitats

Most of the natural lands that make up East Springbank I are Aspen Woodland and Native Grassland habitat types. The areas of aspen and native grassland are significant due to the large size and the continuous nature. Their role in connectivity is important for wildlife.

Habitat Connectivity and Wildlife Movement

From an ownership perspective the area is divided into separate units or sections. Land can normally be planned within these boundaries as separate entities but from an ecological perspective planning must take into account a number of complicated layers and are rarely so confined. These issues include the ecological associations between different vegetation communities, where they are located in relation to one another, the variety of age patterns in the vegetation community and the amount of use by wildlife for both long term and temporary movements. Wildlife in this context is not defined as just deer and other large mammals, but is broader in scale ranging from birds to plants. Connectivity is an important part of maintaining species viability as reproduction, seasonal and daily migration and even food supply relies on maintaining attached links. Where these areas are pinched off, fragmented or removed entirely, many of our urban wildlife problems begin. These include large animal/car collisions, undesirable species in built communities, and other issues such as loss of ecological diversity. With increased disturbance, long term operational costs also increase. One of the key factors for the protection of the quality of this area and its inhabitants is the maintenance of the large structure of habitats with as little fragmentation and pinch outs as possible.

Wildlife movement is often concentrated by availability of superior or seasonal habitat. When the integrity of the corridor is maintained few wildlife conflicts occur. In other words the larger the contact between major habitat types the more likely the movement will be safely accommodated. As these areas are pinched in (e.g. through development) options for wildlife to escape or move by choice are narrowed and increased chances of fatal conflict rise. Currently, the lower speed and wide corridor prevents many car impacts. History has shown that removal of the corridor altogether produces very negative effects by introducing increased severe conflict through forcing species into unnatural situations.

In summary, in order to ensure the viability of the various habitats, vegetation communities and the associated wildlife uses in the area, the following are encouraged:

1. The maintenance of un-fragmented habitat types that extend from the East Paskapoo Slopes to the Elbow River.

2. The protection of the ravines including the aspen woodland and the grasslands normally on the east facing slopes.

3. The availability and close proximity of diverse vegetation communities such as native grasslands, shrubs and trees.

4. The recognition of the area's importance as a whole as a wildlife movement corridor (not just deer) between the Elbow River and Edworthy Park, the Douglas Fir Trail and Lawrey Gardens.

5. The avoidance of increased fragmentation in significant habitats.

5.4 ENVIRONMENTALLY SIGNIFICANT AND NATURAL AREAS (MAP 5)

The plan area exhibits numerous natural areas, some environmentally significant (see Glossary for a definition of these terms). For a description of the nature and characteristics of these areas, refer to Map 5.

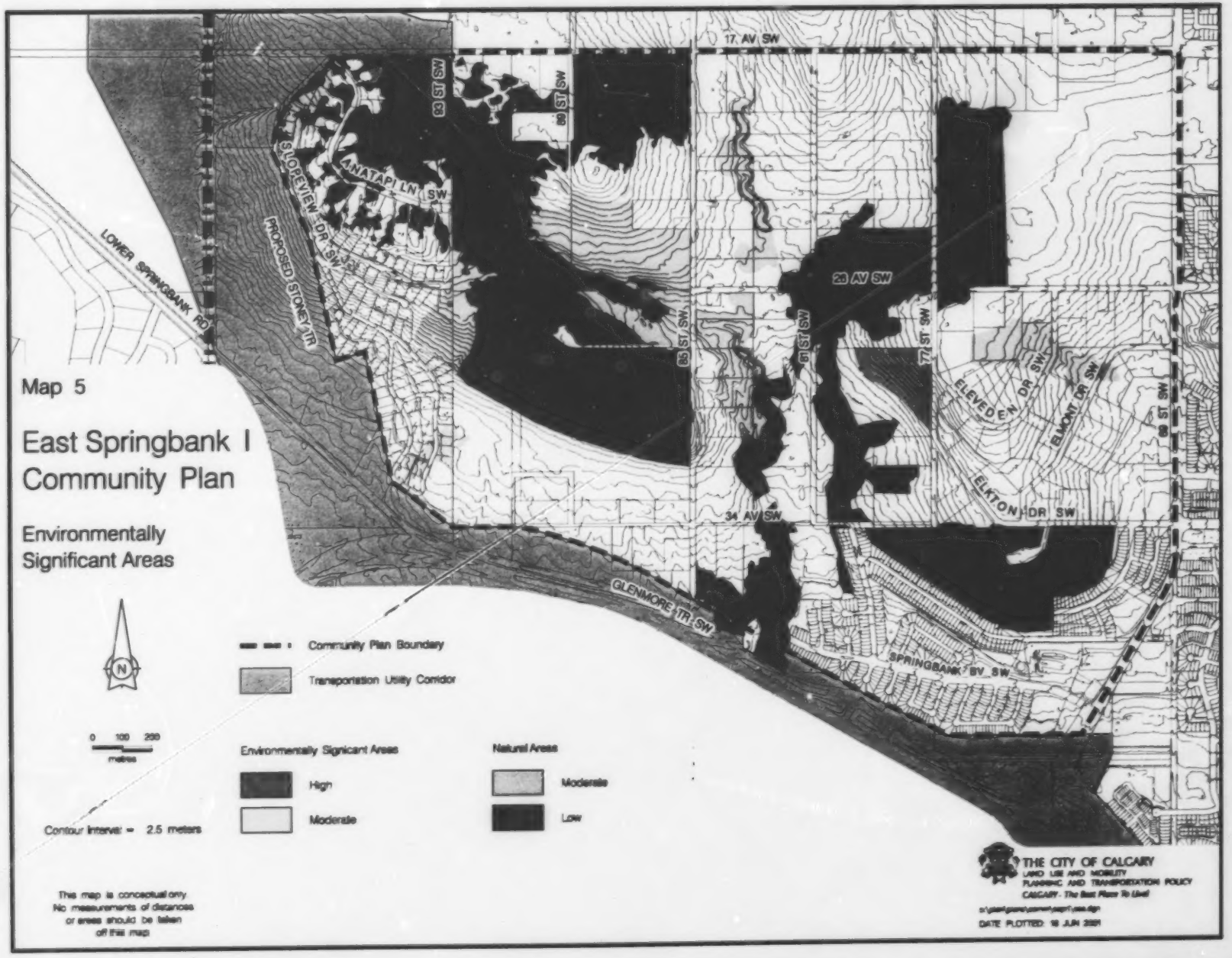
5.5 SLOPE ADAPTIVE DEVELOPMENT

East Springbank I contains significant ravines and sloping lands. These sloped lands are prominent in the East Springbank area and it is desirable to ensure development adjacent to them is sensitive to the topography. The general goals of slope adaptive development in these areas are:

- to protect the land form as much as possible in its natural state;
- to consider public safety issues (e.g., erosion, drainage);
- to minimize the visual impacts of development; and
- to provide general environmental protection.

Factors to consider when developing sloped areas include, but are not limited to:

- minimizing mass grading to create building pads;
- minimizing cut and fill for rights-of-way by aligning roadways with natural contours;
- maintaining a natural ridge line that is as visually unobstructed as possible when viewed from beyond the area;
- clustering development to protect contiguous natural areas;
- minimizing the height of buildings on upper slopes;
- utilizing multi-level housing to step down the slope;


Map 5
East Springbank I Community Plan
Environmentally Significant Areas
17 AV SW
33 ST SW
80 ST SW
ANATAPI LN SW
SLOPEVIEW DR SW
PROPOSED STONEY TR
LOWER SPRINGBANK RD
85 ST SW
20 AV SW
61 ST SW
77 ST SW
ELEVEDEZ DR SW
ELMONT DR SW
88 ST SW
ELKTON DR SW
34 AV SW
GLENMORE TR SW
SPRINGBANK BV SW
Community Plan Boundary
Transportation Utility Corridor
0 100 200
metres
Environmentally Signicant Areas
High
Moderate
Natural Areas
Moderate
Low
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- absorbing the slope into the building mass;
- approximating the natural slope with the pitch of the roof;
- minimizing the height and use of retaining walls;
- retaining natural vegetation in conjunction with new plantings to mitigate the visual impact of development;
- ensuring that natural drainage patterns are maintained; and
- reflecting the natural setting in the building design and the materials used.

5.6 HISTORICAL FEATURES

Poplar Grove Ranch Homestead House

Located in the northeast corner of the East Springbank I Community Plan area, this homestead house is typical of the early ranching district. The house is typical of the era with front gables in an ell floor plan, originally with verandah. The interior is still largely intact with plank flooring, arched living room partition, stained glass and wood staircase. The homestead house was a familiar landmark to the ranching district, and in conjunction with the adjacent shelter belt, establishes the dominant character of the area.

Mahood Farmhouse and Barn

The farmhouse and barn are located along the eastern edge of the Mahood property. The farmhouse is a Dutch/Colonial revival style with gambrel roof line, shed dormer and front gable entry porch. The interior is intact featuring: an original operating wood-burning cast iron stove, and original linoleum floor cloth in the dining room. The house and barn are compatible with the dominant character of the ranching district. The house was built by John Mahood in 1929 and the barn was constructed in 1927, with an addition built in 1932.

6.0 POLICIES AFFECTING THE PLAN

6.1 THE EAST SPRINGBANK AREA STRUCTURE PLAN

The East Springbank Area Structure Plan (ASP) was adopted by City Council in June, 1997, and replaced the East Springbank Joint General Municipal Plan that served as the joint plan for the area, with the M.D. of Rocky View, since May, 1994. The ASP is a statutory plan that covers approximately 10 square miles (2,700 hectares) of land and includes the East Springbank I lands. It defers detailed planning to this Community Plan, but does identify a broad framework for the area including the need to protect the environmental integrity of the area, sets out conceptual pathways, sanitary and storm alignments and facilities, a transportation network, and specifies land use policy areas including residential densities.

6.2 CALGARY TRANSPORTATION PLAN

In May 1995, the Calgary Transportation Plan was adopted by City Council. The plan portrays a vision of Calgary in the year 2024 when the city's population is expected to reach 1.25 million. It sets out a strategy for avoiding expensive and contentious river crossings and road improvements, and problems of air pollution, downstream traffic impacts and loss of natural areas experienced by other cities undergoing substantial growth. It emphasizes the link between transportation and land use planning, and establishes policies to be used in the planning of new residential communities to reduce the need for vehicle trips and encourage transit and other modes of transportation.

6.3 ENGINEERING STUDIES FOR EAST SPRINGBANK

A series of East Springbank Engineering Studies were completed in 1998 for the entire East Springbank area of the city, including East Springbank I. The studies consider stormwater drainage and management, sanitary sewer servicing, a future water supply network, and transportation facilities including the major and collector street system. Requirements in this study form the basis of the servicing policies and the conceptual planning of facilities required in East Springbank I. An additional Master Drainage Plan has been prepared for the 85 Street Catchment area.

6.4 SUSTAINABLE SUBURBS STUDY

In July 1995, City Council adopted the **Sustainable Suburbs Study: Creating More Fiscally, Socially and Environmentally Sustainable Communities**. The

Study is aimed, not only at implementing the objectives of the **Calgary Transportation Plan** as they relate to the development of new communities, but seeks to encourage developers, City departments and others to find new ways of designing more sustainable communities. It describes many of the long-term fiscal, social and environmental problems of a "business as usual" approach to planning new communities, and sets out a comprehensive package of planning policies, requirements and guidelines that respond to these issues. The East Springbank I Community Plan utilizes appropriate recommendations of this study.

6.5 TRANSIT FRIENDLY DESIGN GUIDE

The **Transit Friendly Design Guide** was approved by City Council in December 1995 and describes techniques for improved integration of transit into residential and non-residential areas to achieve the vision described in the **Calgary Transportation Plan**. It explains, and gives examples of, the physical requirements necessary to encourage transit use.

6.6 THE CITY OF CALGARY ENVIRONMENTAL POLICY, PRINCIPLES AND GOALS

The **Environmental Policy, Principles and Goals** was adopted by City Council in November 1994 and acts as a guide for City of Calgary employees to ensure that the environmental stewardship and performance adopted by The City of Calgary is implemented and maintained by staff.

6.7 NATURAL AREA MANAGEMENT PLAN

The **Natural Area Management Plan** was approved by City Council in 1994. Its primary role is to ensure the long-term viability of Calgary's natural environment and to support its appropriate use by the public. The Plan highlights the need for continuous public input, education and interpretation of ecological data and expert management of natural areas.

6.8 CALGARY RESTRICTED DEVELOPMENT AREA AND TRANSPORTATION/UTILITY CORRIDOR

A Restricted Development Area (RDA) around The City of Calgary was established in 1976. Land within the RDA was designated for Transportation/ Utility Corridor (TUC) use in order to provide for long-term alignments for

future ring roads and major linear utilities needed to serve the expanding urban area.

The TUC provides components, which are specific areas dedicated to designated primary uses. Primary uses are the linear transportation and utility facilities including ring roads, petroleum pipelines, powerlines and municipal services. Other uses permitted within the TUC are secondary or interim and include a variety of agricultural, commercial, recreational and storage activities.

Provincial Restricted Development Area (RDA) Regulations protect the land needed for the Calgary TUC. Proposals for land use changes, subdivision, development and surface disturbing activities must be sent to Alberta Infrastructure for a review of Ministerial Consent requirements under the RDA Regulations. This Ministerial Consent requirement is necessary to ensure the proposed activities are consistent with TUC activities.

6.9 THE CALGARY PLAN

The **Calgary Plan** was adopted by City Council in 1998 July. The document is the municipal development plan for The City of Calgary, as required by the Municipal Government Act, and as such, replaces The General Municipal Plan. The plan addresses future land use, development and transportation, relationships with municipal neighbours, provision of municipal services and facilities and the type and location of land uses adjacent to sour gas facilities. It also includes policies regarding the dedication of reserve land and provides the basis for actions and decisions regarding the environmental, social and economic health of the city.

The **Calgary Plan** provides the strategic, city-wide framework for more detailed plans and policies.

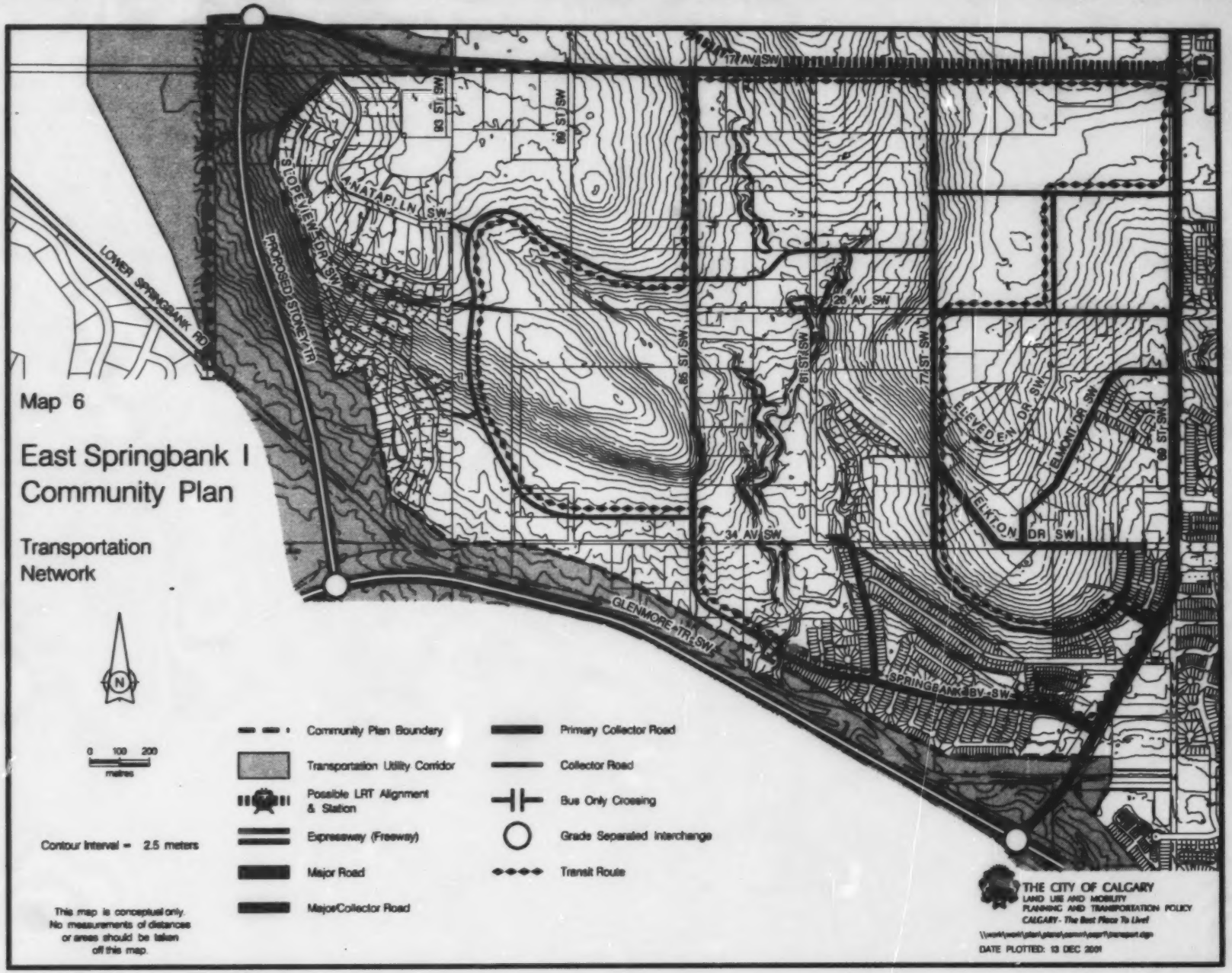
6.10 CALGARY PATHWAY AND BIKEWAY PLAN

The Calgary Pathway and Bikeway Plan was established in May 2000 and provides guiding principles relating to the planning, design and management of Calgary's pathway and on street cycle route systems.

6.11 PLANNING FOR ADJACENT AREAS

The community of Signal Hill is located immediately north-east of the East Springbank I planning area. The Strathcona Design Brief was approved by City Council in 1976, with subsequent amendments in 1978, 1981 and 1982. Aspen

Woods is located immediately north of the planning area and Discovery Ridge is located immediately south of the planning area. These areas are covered under the East Springbank IV Community Plan and the East Springbank II Community Plan respectively.


Map 6
East Springbank I Community Plan
Transportation Network
17 AV SW
69 ST SW
ANATAPI LN SW
SLOPEVIEW DR SW
PROPOSED STONEY TR
LOWER SPRINGBANK RD
85 ST SW
81 ST SW
77 ST SW
69 ST SW
23 AV SW
34 AV SW
ELEVEDEN DR SW
ELMONT DR SW
ELKTON DR SW
GLENMORE TR SW
SPRINGBANK BV SW
N
0 100 200
metres
Contour Interval = 2.5 meters
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Community Plan Boundary
Transportation Utility Corridor
Possible LRT Alignment & Station
Expressway (Freeway)
Major Road
Major/Collector Road
Primary Collector Road
Collector Road
Bus Only Crossing
Grade Separated Interchange
Transit Route
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7.0 TRANSPORTATION (MAP 6)

7.1 EXTERNAL ROAD NETWORK

Access to the East Springbank I planning area is provided from the east at various locations along 69 Street SW (see Maps 2 and 6), and from the north along 17 Avenue SW at 77 and 85 Streets SW.

The present Lower Springbank Road access to the area via the TUC (Glenmore Trail) will be eliminated in the future. Parcels directly accessing Lower Springbank Road will be required to use the internal road network upon redevelopment and perhaps sooner if the intersection of Lower Springbank Road and Glenmore Trail is eliminated. The present 69 Street / Glenmore Trail at-grade access will ultimately be a grade separated interchange. Lower Springbank Road will be eliminated from the TUC at the discretion of The Province of Alberta and will, in any case, be eliminated upon construction of Stoney Trail. Ultimately the connection of Slopeview Drive SW and 85 Street SW to Lower Springbank Road will be terminated.

7.2 INTERNAL ROAD NETWORK

A network of roads of various classifications has been designed to provide for full development of the East Springbank I planning area at various densities as set out in the East Springbank ASP and this plan. There are two main east-west internal routes within the plan area.

The north collector road network provides full vehicular access across the community; however, the south access is limited as the result of a bus-only crossing east of 85 Street SW. The bus-only crossing is required to limit the amount of traffic travelling east along Springbank Boulevard. A significant portion of Springbank Boulevard is already constructed and has been designed based on an environmental guideline of 10,000 vehicle trips per day. It is important to maintain the transit connection between the lands east of 85 Street SW and west of 85 Street so as to provide an efficient transit route and to provide roadway access to a joint use site to the west of the bus-only crossing.

The bus-only crossing shall only be installed after a substantial part of the proposed road network has been constructed without compromising the traffic volumes on, and condition of, the existing roads.

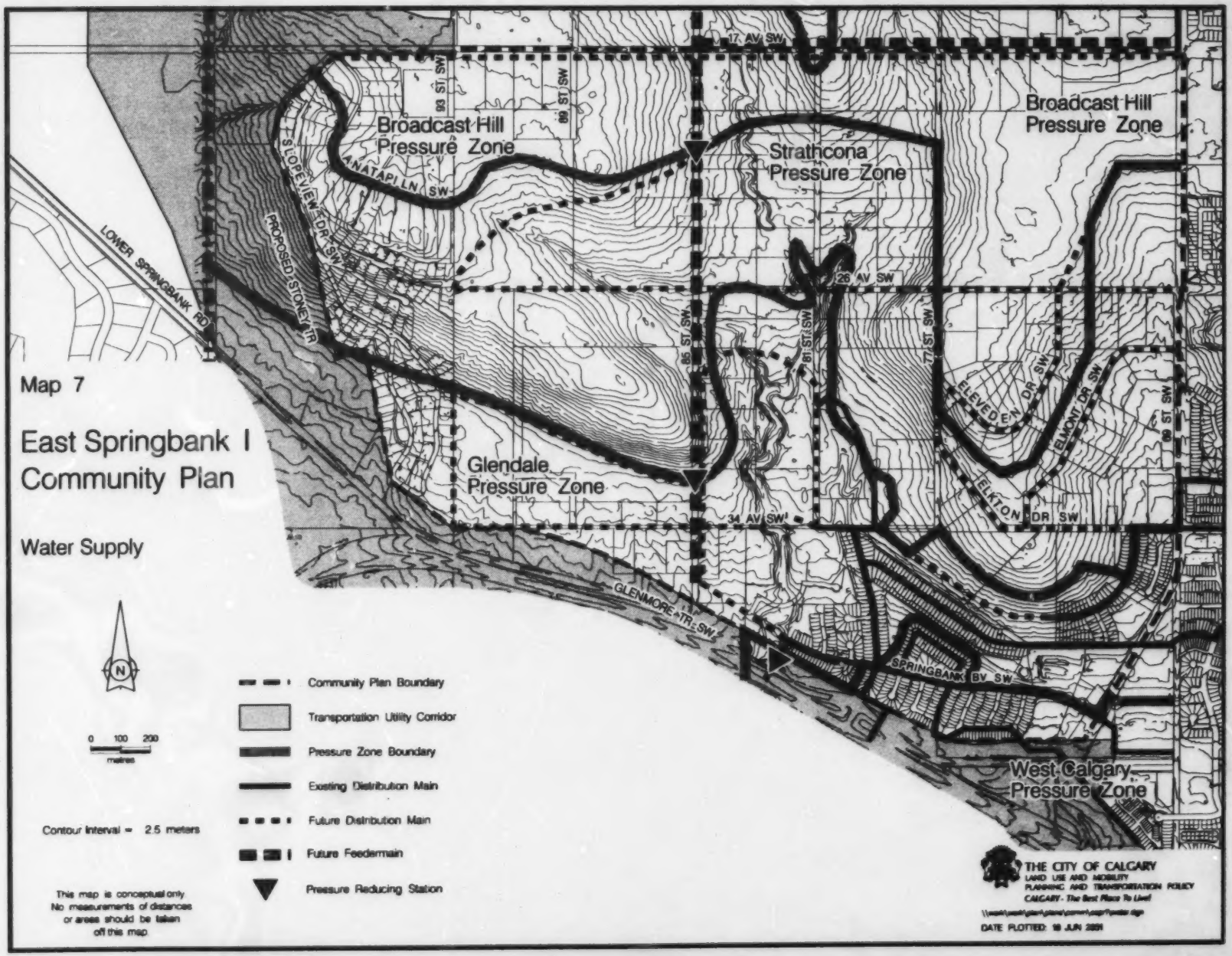
Routing all the East Springbank I area traffic west of 85 Street north to 17 Avenue may increase traffic volumes on 17 Avenue beyond the environmental guideline for a four-lane major standard road. A portion of 17 Avenue west of 69 Street may need to be upgraded to a 6-lane cross-section in the future.

The natural topography is, to some extent, a barrier to north-south movement within the plan area and it is anticipated the main north-south connections will be along 69, 77, and 85 Streets SW.

The north boundary of the plan is 17 Avenue SW and it will be designed to accommodate the future LRT.

The road network has been designed to accommodate public transit routing in areas identified for direct transit service. The routing will achieve the walking distance objectives of the Transit Friendly Design Guide for areas developed within the Urban Development residential policy areas.

Developers will be required to indicate what existing and proposed roads will provide interim access to their development. Where existing roads are used, developers will be required to pay for the maintenance of these roads. A plan will be required to be provided by developers indicating the profile designs of future roads beyond their development areas which do not compromise the development of adjacent areas due to the varied topography and fragmented ownership. Developers are encouraged to consult one another to design and front-end construction of the proposed road network.


Map 7
East Springbank I Community Plan
Water Supply
Broadcast Hill Pressure Zone
Strathcona Pressure Zone
Broadcast Hill Pressure Zone
Glendale Pressure Zone
West Calgary Pressure Zone
17 AV SW
26 AV SW
34 AV SW
83 ST SW
69 ST SW
85 ST SW
81 ST SW
77 ST SW
69 ST SW
ANATAPI LN SW
SLOPEVIEW DR SW
PROPOSED STONEY TR
LOWER SPRINGBANK RD
ELEVEDEN DR SW
ELMONT DR SW
ELKTON DR SW
GLENMORE ATR SW
SPRINGBANK BV SW
0 100 200
metres
Contour Interval = 2.5 meters
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Community Plan Boundary
Transportation Utility Corridor
Pressure Zone Boundary
Existing Distribution Main
Future Distribution Main
Future Feedermain
Pressure Reducing Station
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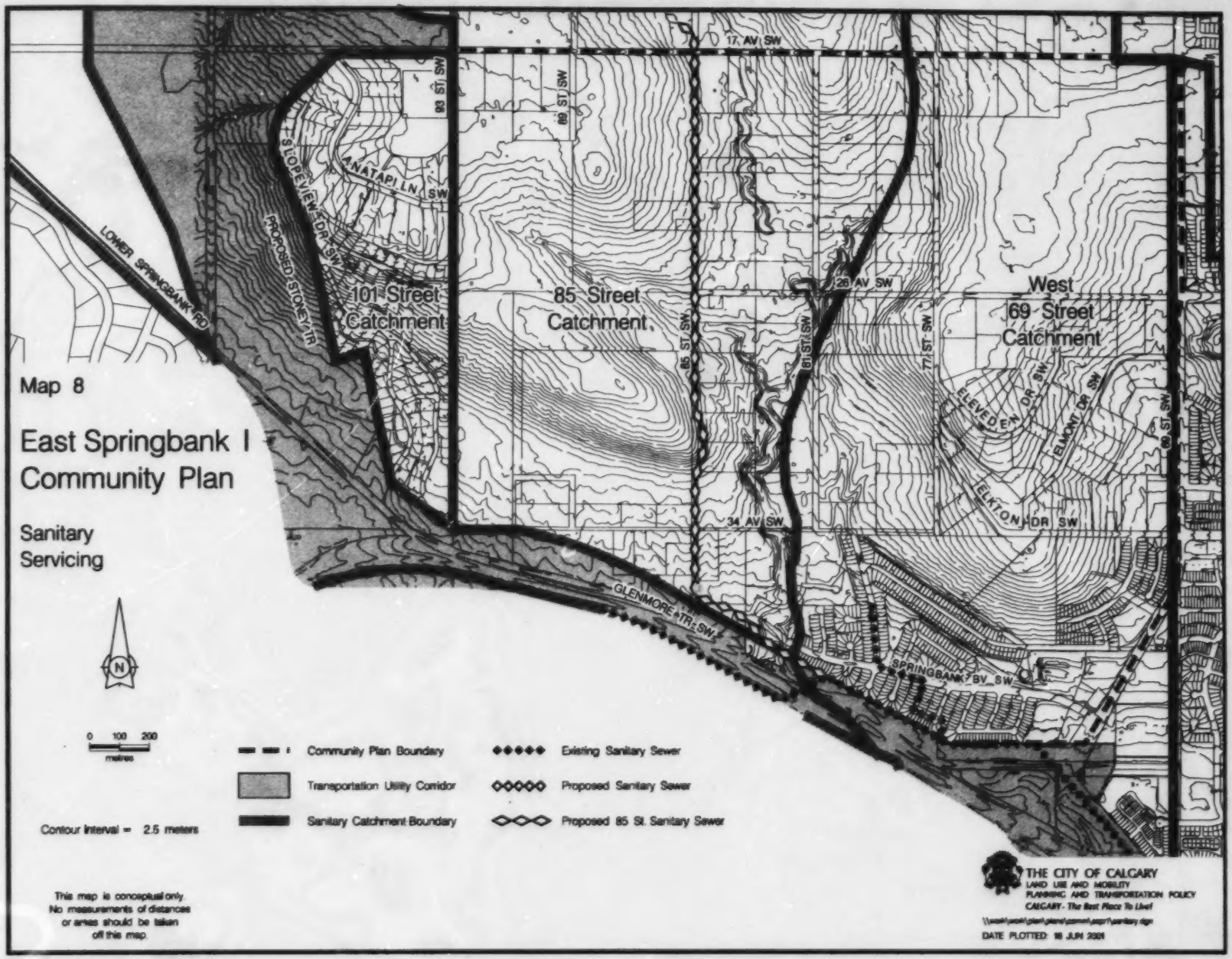
Map 8
East Springbank I
Community Plan
Sanitary
Servicing
101 Street
Catchment
85 Street
Catchment
West
69 Street
Catchment
17 AV SW
26 AV SW
34 AV SW
85 ST SW
81 ST SW
77 ST SW
69 ST SW
ANATAPI LN SW
SLOPEVIEW DR SW
PROPOSED STONEY TR
LOWER SPRINGBANK RD
ELEVEN DR SW
ELMONT DR SW
ELKTON DR SW
GLENMORE TR SW
SPRINGBANK BV SW
N
0 100 200
metres
Community Plan Boundary
Transportation Utility Corridor
Sanitary Catchment Boundary
Existing Sanitary Sewer
Proposed Sanitary Sewer
Proposed 85 St. Sanitary Sewer
Contour Interval = 2.5 meters
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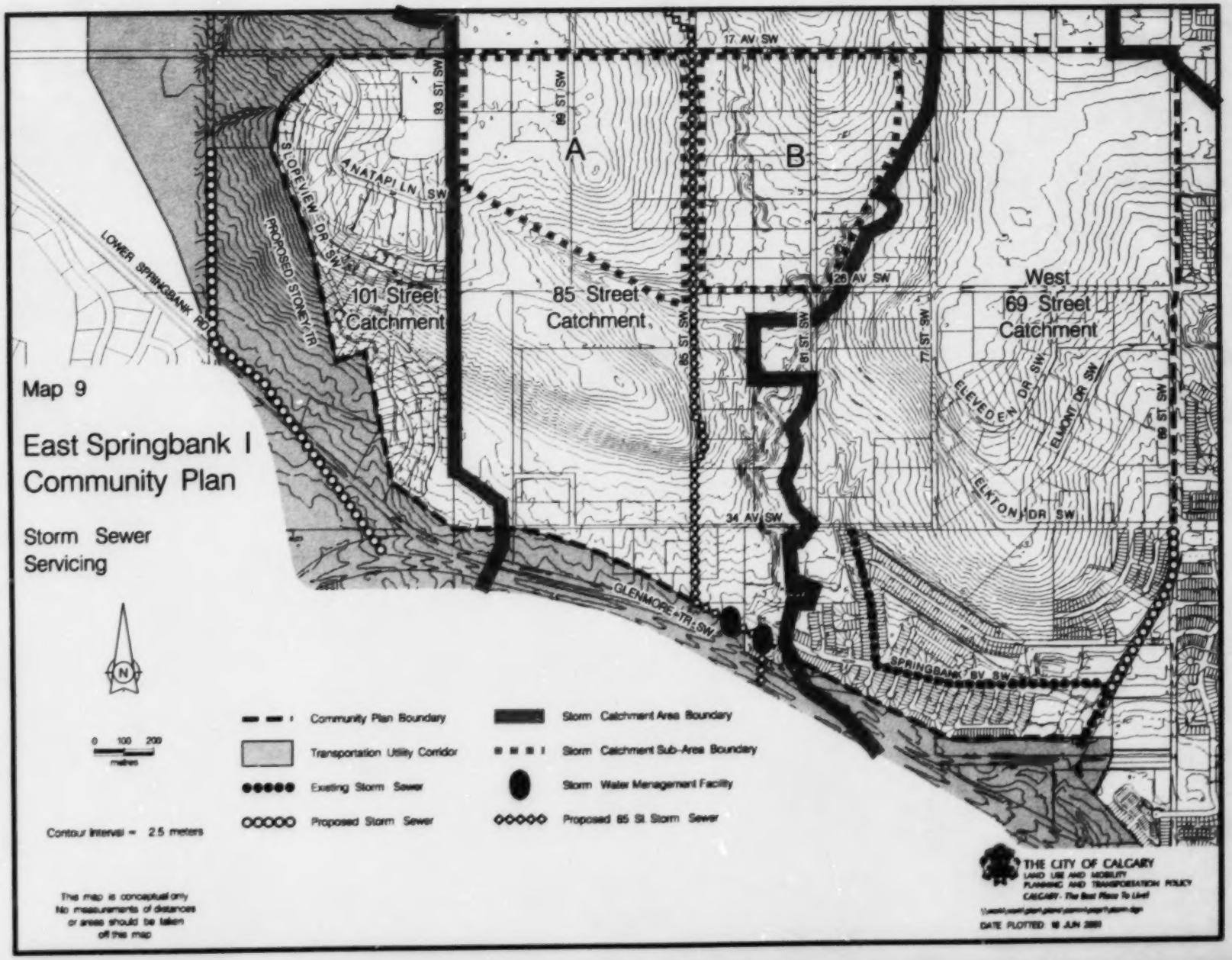
Map 9
East Springbank I
Community Plan
Storm Sewer
Servicing
17 AV SW
93 ST SW
89 ST SW
A
B
ANATAPI LN SW
SLOPEVIEW DR SW
PROPOSED STONEY TR
LOWER SPRINGBANK RD
101 Street
Catchment
85 Street
Catchment
26 AV SW
West
69 Street
Catchment
85 ST SW
81 ST SW
77 ST SW
ELEVEDEN DR SW
ELMONT DR SW
89 ST SW
ELKTON DR SW
34 AV SW
GLENMORE TR SW
SPRINGBANK BV SW
N
0 100 200
metres
Community Plan Boundary
Transportation Utility Corridor
Existing Storm Sewer
Proposed Storm Sewer
Storm Catchment Area Boundary
Storm Catchment Sub-Area Boundary
Storm Water Management Facility
Proposed 85 St Storm Sewer
Contour Interval = 2.5 meters
This map is conceptual only
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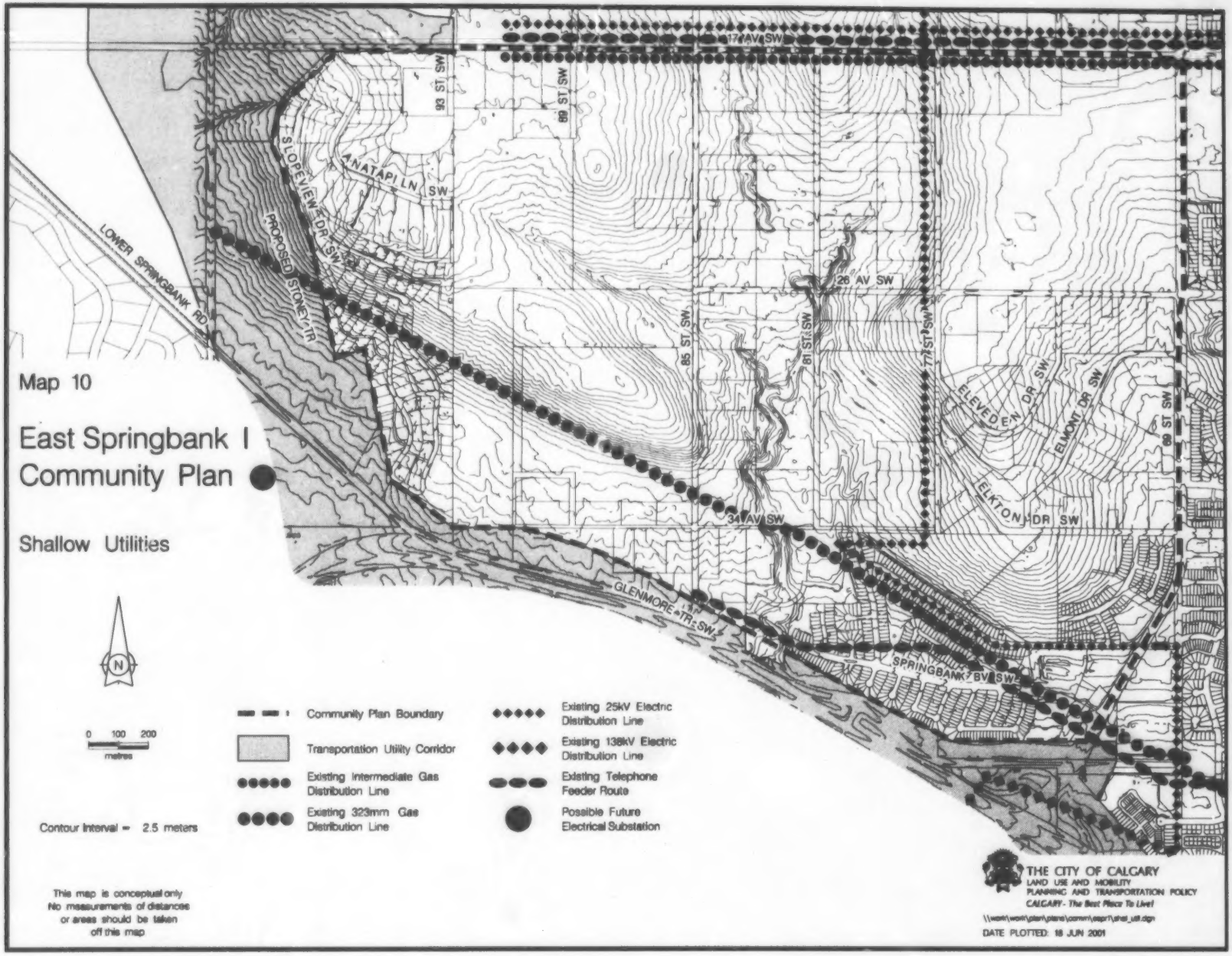
Map 10
East Springbank I
Community Plan
Shallow Utilities
17 AV SW
93 ST SW
89 ST SW
ANATAPI LN SW
SLOPEVIEW DR SW
PROPOSED STONEY TR
LOWER SPRINGBANK RD
85 ST SW
81 ST SW
77 ST SW
26 AV SW
ELEVEN DR SW
ELMONT DR SW
69 ST SW
ELKTON DR SW
34 AV SW
GLENMORE TR SW
SPRINGBANK BV SW
N
0 100 200
metres
Community Plan Boundary
Transportation Utility Corridor
Existing Intermediate Gas Distribution Line
Existing 323mm Gas Distribution Line
Existing 25kV Electric Distribution Line
Existing 138kV Electric Distribution Line
Existing Telephone Feeder Route
Possible Future Electrical Substation
Contour Interval = 2.5 meters
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8.0 SERVICING AND UTILITIES

8.1 WATER SUPPLY (MAP 7)

The East Springbank I planning area spans four water pressure zones, identified generally from north to south as Broadcast Hill, Strathcona, Glendale, and West Calgary. The Engineering Studies for East Springbank will confirm the distribution mains required to serve the planning area.

8.2 SANITARY SEWERS (MAP 8)

Sanitary sewers are to be extended from the existing sanitary sewers (see Map 8). The East Springbank I Community Plan area is comprised of three separate sanitary subcatchment areas. In the West 69 Street Catchment, sanitary trunks will need to be extended from the sanitary sewer in Glenmore Trail. The 101 Street Catchment within the East Springbank I Community Plan area is fully serviced by sanitary sewer. All sanitary sewer extensions will be at the developers' expense.

8.3 STORMWATER MANAGEMENT (MAP 9)

Three separate storm catchment areas exist within the East Springbank I Community Plan area. In the West 69 Street Catchment, storm trunks are in place to serve the catchment area. A Master Drainage Plan has been prepared for the 85 Street Catchment Area. A new outfall and trunk will be required south of Glenmore Trail. Storm trunks will be required to extend north of Glenmore Trail. The 101 Street Catchment area within the East Springbank I Community Plan area will not be serviced by storm facilities.

The location of stormwater management facilities, trunk alignments and catchment boundaries are conceptual only. Future adjustments to the stormwater servicing concept will not require an amendment to this community plan. The location of both the stormwater ponds and servicing alignments must minimize impacts on natural areas and the ravine system.

8.4 ELECTRICAL SERVICE (MAP 10)

Electrical service will be provided by a new 25 kV, three-phase electric feeder distribution system as shown on Map 8. A 138 kV transmission line is shown in the TUC (Glenmore Trail).

8.5 NATURAL GAS (MAP 10)

Natural gas service will be provided through an intermediate pressure distribution line along 17 Avenue SW from 69 Street SW, with local gas mains branching off into the planning area. The existing 323 mm Jumping Pound Transmission Line (high pressure) is located parallel to and north of the TUC and runs through the south Urban Development neighbourhood.

8.6 TELEPHONE AND CABLE (MAP 10)

1. Telephone service will be provided by extending the feeder routes west of 69 Street SW, as shown on Map 8. These routes are tentative pending actual development in the area. Carrier cabinets will be required in strategic locations throughout the community. Each cabinet will typically serve 400 to 450 homes.

2. Cable TV lines will be placed along the same routes as for telephone service.

9.0 COMMUNITY SERVICES

9.1 POLICE SERVICE

The planning area is serviced from Police District Office #2, located at 4506 - 17 Avenue SW.

9.2 FIRE PROTECTION

The planning area is serviced by Fire Station #29 at 7027 Coach Hill Road SW.

9.3 EMERGENCY MEDICAL SERVICES

The closest EMS to the planning area is at the #8 Fire Station, located at 1720 - 45 Street SW.

9.4 LIBRARY SERVICE

The closest library to the planning area at present is the Signal Hill Library at 5994 Signal Hill Centre SW.

9.5 SOCIAL SERVICES

Municipal social services is provided from the Shaganappi Area Office at 3415 - 8 Avenue SW. Provincial social services, child protection service is provided through their main number at 270-5335. Alberta Family and Social Services located at 1240 Kensington Road NW will provide adult financial assistance services.

9.6 PUBLIC HEALTH SERVICES

The Shaganappi District Office, located at 3415 - 8 Avenue SW, will provide public health services.

GLOSSARY

Approving Authority means the Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of The City of Calgary, as the case may be.

Calgary Planning Commission means the Calgary Municipal Planning Commission constituted pursuant to the Municipal Planning Commission Bylaw.

Community means, when referring to land, a logical physical and social planning area which is predominantly residential in character, defined by significant natural or man-made features.

Community Boundary means the boundary of a community as defined in a community plan, and is to be distinguished from a community name boundary which may be different and is based on the Community and Street Name Guidelines.

Council means the Council of The City of Calgary.

Environmentally Significant Area means a natural area which, because of its features or characteristics, is significant from an environmental perspective to Calgary, and has the potential to remain viable within an urban environment.

Gross Area means the total area of land contained within the property lines of a site.

Gross Developable Area means the gross area of a site, excluding environmental reserve, expressways, freeways and interchange lands, commercial sites greater than 2.4 hectares, private lakes and lands purchased with reserve funds.

Institutional Use means a public, quasi-public or private use that serves the educational, social, cultural or religious needs of the residents in a community and may include a church, a post office or postal kiosk, a library, a public or private school, a child-care facility and a private club.

Joint Use Site means a site comprised of reserve land which is jointly owned by the City and a school board for the purpose of accommodating a school, sportsfields and related recreational uses.

Linear Park means a park, comprised of reserve land, that accommodates the regional pathway and passive and active recreational activities and creates continuity for the open space system. A linear park may also include private land that accommodates local pathway connections.

Multi-dwelling Residential Use means a residential building containing two or more dwelling units and includes a semi-detached dwelling, a duplex, a townhouse, and an apartment.

Natural Area means an undisturbed, or relatively undisturbed, area of land or water, or both, which has existing characteristics of a natural/native plant or animal community and/or portions of a natural ecological and/or geographic system.

Neighbourhood means a portion of a community and is generally defined by a 400 metre radius or five-minute walk from a central bus stop located within a neighbourhood node.

Neighbourhood Commercial Use means a small-scale convenience retail or personal service use serving the surrounding residential area and may include a professional office, a barbershop or beauty salon, a restaurant, and an outdoor cafe.

Neighbourhood Node means a hub of social activity, as central to the neighbourhood and clearly defined as possible, that achieves an integrated mix of uses including higher density residential, open space, retail and other commercial as well as a comfortable and attractive bus stop, and is at the centre of a converging collector road network.

Neighbourhood Node Park means a neighbourhood park, a sub-neighbourhood park, or a private park.

Neighbourhood Park means a park approximately .8 hectares (2 acres) in size, comprised of reserve land, which is designed to accommodate a mix of recreational activities, including informal sports, passive recreation and neighbourhood events, and may contain creative play equipment and decorative elements.

Private Park means a park owned and maintained by a residents' association.

Recreational Use means a public or private athletic or recreational facility or amenity, a joint use site or a park or playground which serves the surrounding neighbourhood or community.

Secondary Node means a centrally located social focal point or area for neighbourhood residents, the primary feature of which is open space; it may include two-family housing in addition to single-detached housing, and is at the hub of a converging collector road network.

Secondary Residential Use means a small-scale detached residential unit developed on the same lot as a single-detached dwelling, and may include a studio suite.

Single-detached Residential Use means a single residential building containing one dwelling unit only, but does not include a mobile home.

Sub-neighbourhood Park means a small-scale park no less than .2 hectares (.5 acres) in size, comprised of reserve land, which is designed to accommodate neighbourhood events and passive and active recreational activities and may contain creative play equipment and decorative elements.